

**Safety**

**AVIATION SUPPORT ACTIVITY ACCIDENT PREVENTION SURVEY (ASAAPS) PROGRAM  
CHECKLIST**

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**History.** This printing supersedes the 1 October 2002 version of the ASAAPS Checklist. This revision serves to include routine maintenance of the Checklist, and makes no substantive changes to the program otherwise.

**Summary.** This Checklist is an accompaniment to National Guard (NG) Regulation (NGR) 385-5 (Aviation Support Activity Accident Prevention Survey [ASAAPS] Program), that includes the mechanism for continual evaluation of the ASAAPS Team schedule, an update of the ASAAPS Checklist procedures, and a minor revision to the body of ASAAPS Checklist questions. Individual duties and responsibilities, requirements for its use, and survey reporting instructions are described in NGR 385-10 (Army National Guard Safety and Occupational Health Program).

**Applicability.** This Checklist applies to all affected soldiers, civilians, technicians, and contractors assigned, attached, Operationally Controlled (OPCON'd), or performing contracted services for/to the Army National Guard (ARNG) - to include subordinate elements assigned under (the) Operational Support Airlift Agency (OSAA)/Operational Support Airlift Command (OSACOM). Except for authority to use this Checklist, this document and program does not apply to activated or mobilized Units.

**Proponent and Exception Authority.** The proponent of this Checklist is the Chief, NGB-AVS-SA. The proponent has the authority to adjudicate, interpret, and approve exceptions to this Checklist that are consistent with controlling law(s) and regulation(s). Survey questions in this Checklist are not intended to supersede the regulation(s) from which they were derived.

**Management Control Process.** The parent regulation NGR 385-5 is subject to the requirements of Army Regulation (AR) 11-2 (Management Control). It contains management control provisions and a checklist for conducting management control reviews; which were published under a separate cover. Performance of an AR 11-2 review (of this document) should be limited to those non-checklist provisions within this document, since each requirement within the ASAAPS Checklist(s) themselves are subject to review separately.

**Supplementation.** Supplementation of this Checklist is prohibited without prior approval from the Chief, National Guard Bureau (NGB) (CNGB), ATTN: NGB-AVS-SA, 111 South George Mason Drive, Arlington, VA 22204-1382.

**Suggested Improvements.** Users are invited to send comments or suggested changes on DA Form 2028, (Recommended Changes to Publications and Blank Forms), to Chief, National Guard Bureau, ATTN: NGB-AVS-SA (ASAAPS), 111 South George Mason Drive, Arlington, VA 22204-1382.

**Army Performance Improvement Criteria (APIC).** Units/Facilities participating in APIC, or like voluntary programs discussed in AR 5-1 (Total Army Quality Management), and AR 5-4 (Department of the Army Productivity Improvement Program), may utilize Appendix B of this document; in addition to the forwarding of this completed Appendix following an ASAAPS, as described later in this Checklist (see figure 3-1).

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\* This ASAAPS Checklist supersedes Version 7.4, 1 October 2002.

**Impact on Unit Manning System.** Neither this Checklist, nor the parent regulation, contain policies that affect the Unit Manning System.

**Restrictions.** Approved for public release; distribution unlimited. Local reproduction is authorized and encouraged.

**Distribution.** A-D (reference DA Pam 25-40 [Army Publishing: Action Officers Guide], paragraph [para.] 6-3).

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## 1. General.

**1-1. Purpose.** This Checklist (and parent regulation) establishes procedures for the conduct of the ASAAPS Program. NGR 385-10 prescribes policies, duties, and responsibilities for planning, organizing, coordinating, and controlling the ASAAPS Program throughout the ARNG.

**1-2. References.** Policies, procedures, and regulatory criteria cited throughout are delineated in Appendix A of this document.

**1-3. Explanation of Abbreviations and Terms.** Abbreviations and special terms used in this Checklist are listed in the Glossary. Also see abbreviations and special terms listed in the Glossary of AR 95-series, NGR 95-210 (Army National Guard: General Provisions and Regulations for Aviation Training) (**Note:** See Note to paragraph F-2b(18) regarding valid versions of this document), and 29 Code of Federal Regulations (CFR) Part 1910, (Occupational Safety and Health Standards).

**1-4. Responsibilities.** This Checklist is modeled in a process flow format. As such, specific responsibilities for administration of this accident prevention program are delineated throughout, rather than consolidated. Actions for the following agencies/organizations are delineated: ARNG; OSAA; OSACOM; NGB-AVS; NGB-AVS-S; NGB-AVS-SA; Reconnaissance and Interdiction Detachment (RAID); Aviation Classification and Repair Activity Depot (AVCRAD); ARNG Aviation Training Site (AATS); Air Traffic Services (ATS); Army Aviation Support Facility (AASF); Surveying Teams; Surveyed Teams; and Supported Units. Additionally, actions for the following personnel (by function) are delineated: CNGB; Individual ASAAPS Team members (including a Team Chief, Operations Specialist, Training Specialist, Maintenance Specialist, Safety Professional, Occupational Safety and Health [OSH] Specialist, Aviation Safety Officer [ASO], and Aviation Life Support Equipment [ALSE] Specialist); Facility Commander; State Army Aviation Officer (SAAO); Facility Safety Officer; Supported Unit Commander(s); and key Unit personnel.

## 2. ASAAPS Policy and Program Objectives.

**2-1. Explanation of ASAAPS Policy, Philosophy and Program Objectives.** The ASAAPS Program is a stand-alone process that consists of an (annual) accident prevention survey of each ARNG Aviation Facility utilizing the accompanying ASAAPS Checklist(s) delineated/referenced in this document (also see paragraph 3-2 of this document regarding schedule adjustment). There is no stated or implied relationship between this program, and those performed under NG Pam 11-1 (Command Logistics Review Program [CLRP]), NGR 750-51 (Command Maintenance Evaluation Team [COMET]), or the Aviation Resource Management Survey (ARMS), as performed by the U.S. Army Forces Command (FORSCOM). When integrated into the larger Safety Program, an accurate safety posture assessment of the facility is possible. However, ASAAPS is not an *inspection* using Pass/Fail criteria. Instead, the ASAAPS provides a data collection opportunity/vehicle and a mutual exchange of ideas and managerial concepts, and enhances working relationships between aviation Facilities to promote safety awareness.

a. **Policy.** The appendices in this document are based on: Inclusion of the present-and-contributing factors in Class A through C accidents for a floating ten-year period; a floating five-year history of Department of Labor (DOL) citations in Department of Defense (DoD) facilities and installations; a *worst-of* list of DoD causes of time-lost injuries for the floating last five years; and a floating five-year history of chronic/recurring deficiencies in ARMS, COMET, and CLRP surveys and inspections. This does not imply that ASAAPS is only a *look back*. New regulations and laws are reviewed and considered for inclusion in ASAAPS as a manner of giving the greatest lead-time for compliance. Likewise, *near misses* and lesser-class accidents are evaluated for trends, and considered for inclusion to stave the next accident. With the ability to measure items that are not yet regulatory, ASAAPS fulfils a unique role in data collection that gives the ARNG (and DA) a very *forward looking* and proactive advantage. Additionally, as a medium of standardization, it provides an invaluable opportunity and method of ongoing training for each participant - giving credence to the moniker that a standardized program is one that is safe, and a safe program is one that is standardized.

b. **Philosophy.** Regardless of the outcome of the survey, no Facility is *accident proof*. ASAAPS, like all such programs, only provides insight at selected areas and disciplines; and even the most inspection- or survey-ready

Facility must still remain constantly vigilant in accident prevention. Conversely, an underwhelming performance in an ASAAPS does not imply a Facility is doomed to experience an accident.

c. **Objectives.** The single most important objective of the ASAAPS Program is to provide (at least a significant piece of) a process for Accident Prevention within the ARNG Aviation community. Additionally, it provides significant standardization and training for both the Surveyed and Surveying Facilities.

d. ASAAPS, like most programs of this sort, is designed to collect data, at local and varying levels of command, in a usable format. This data is used to treat individual problems, in addition to enabling the composition of adverse trends and their associated causes. At the local level, and through the highest DoD level, this data is used to provide (justification for) promeasures and countermeasures (to deficiencies in the Accident Prevention program) to ultimately preclude the next accident. Integral to this process is the dedication of resources – personnel, materiel, or monetary – and the gained ability to effectively forecast Accident Prevention program budget requirements.

### 3. ASAAPS Procedures.

**3-1. ASAAPS Schedule.** NGB-AVS-SA shall publish a schedule (on-line in the Safety Menu [and Aviation Safety sub-menu] at <http://www.arng.army.mil>) of ASAAP Surveys that allows facilities to plan their participation in the program at least 120 days prior (so as to not impinge training calendar lockouts). This schedule shall take into account the predominant aircraft and mission performed by each Facility, and pair such Facilities logically in terms of which Facilities will perform the surveys and which will be surveyed.

a. During the Army Aviation Transformation years, it is reasonable to expect that some Facilities will be surveying one another that may not yet have their end-state aircraft, equipment, and personnel. In the case of a surveying Facility visiting a Facility not yet end-state equipped/manned, every opportunity should be exercised by the surveyed Facility to extract lessons learned from the surveying Team members. The converse is just as true for a surveying Team (not yet end-state equipped/manned) visiting an established Facility.

b. Facilities that are stable in their end-state equipment/manning likewise benefit from the continued fresh perspective - a strong countermeasure to complacency in accident prevention program administration.

c. As mentioned earlier, while the deliverable product of the survey is the completed checklist(s), the intangible benefit of open dialogue and exchange of information cannot be over-stated.

**3-2.** Adjustments to the schedule are at the discretion of NGB-AVS-SA. Adjustments to lengthen or shorten intervals between ASAAP surveys may be warranted to accurately reflect the degree of monitoring necessary for a given Facility's Accident Prevention Program. Such adjustments will be made using Statistical Process Control (SPC)-like methodologies, and include prior consultation with the affected Facility. Using the Safety Posture Assessment and Report (SPAR), as noted in NG Circular (CIR) 385-95 (Army National Guard [ARNG] Aviation Safety Program and Aviation Accident Prevention Plan [AAPP]), Appendix B, the following weighted factors shall be considered in lengthening or shortening ASAAPS intervals: a) Total (accurate) accident rates of the Facility and its supported Units; b) results of previous ASAAP surveys and other major inspections (e.g., ARMS, COMET, CLR, State-directed); c) pending training (e.g., Combat Training Center [CTC]) or deployment rotations of the Facility's supported Units; d) after-action recommendations from previous exercises or deployments of the Facility's supported Units; e) Safety Perceptions (or like tools that measure the safety and command climates in a given organization) Survey results; f) quality and timeliness of accident reports; and g) other relative factors. Increments for lengthening or shortening of ASAAPS intervals shall be made in quarters (three-month calendar blocks). Facilities shall be subjected to not more than one ASAAPS in a six-month period, and not less than one ASAAPS each three years.

**3-3.** ASAAPS should be scheduled opposite from other major inspections/surveys (such as, the ARMS, as conducted by FORSCOM) to minimize impact on the Surveyed and Surveying Teams, and to preclude extended periods of minimized emphasis on the subject areas covered by the survey. Although it may be scheduled as a sort of "pre-ARMS", or even conducted during an ARMS, ASAAPS best serves the command if it is understood to be a detailed examination of the accident prevention process – rather than a dress rehearsal for a wide-spectrum evaluation such as the ARMS. Specific dates for the survey within a given fiscal year (or other period, as

lengthened or shortened by NGB-AVS-SA) shall be coordinated between the two affected Facilities. Notification of selected dates shall be forwarded to NGB-AVS-SA at least 30 days prior to conduct of the survey, to facilitate scheduling of any NGB-AVS activity required (see paragraph 4 below).

**3-4. ASAAPS Teams.** A model ASAAPS Team consists of a Team Chief and at least the following specialists: One Operations/Training, two Maintenance, two Safety (one Safety and Occupational Health [SOH] Specialist, and one ASO), and one ALSE Specialist. Travel, time and special considerations may result in modifying the team composition. The use of Traditional Guardsmen as team members is authorized. Reference Appendix E for methods of employment, and typical assignments, for each ASAAPS Team member.

**3-5. Conduct of the Survey.**

a. Appendix C (of this document) will be completed by the surveyed/host organization, and provided to the surveying organization no later than (NLT) 15 working days prior to the scheduled survey. A copy of the previous ASAAPS (or former RAPS), *and* previous major inspection/survey results should be included with the Appendix C submission. Use of these two inclusions shall only be used to expedite the process of verifying that previously detected systemic deficiencies have been addressed, and the correct resources are being (or have been) dedicated to their remedy. As with all such information, appropriate safeguards shall be employed to prevent use of the data for anything other than accident prevention purposes. To assist in the performance of the ASAAPS, this Checklist is available online, as maintained and published by NGB-AVS-SA. This Checklist provides detailed instruction and explanations that serve to enhance the training and standardization opportunities afforded by the ASAAPS.

b. The survey will begin with a formal Entrance Briefing (Appendix D) to introduce Survey Team members to the host personnel, facilities and organization. Significant events or problems currently identified at the Facility will be briefed to the Survey Team members at this time. Commanders and key personnel of Units and organizations supported by the Facility shall (be invited to) attend this inbrief, and participate fully in the ASAAPS Survey.

c. The Surveying Team will accomplish the survey using Appendix F, and those other applicable appendices of this Checklist. While all the questions in this survey are of *equal important*, no *weighting* of the questions has been assigned. It is recognized that some questions require a more earnest look to determine compliance - and some particular questions may be placed closer to the beginning of the respective section of the Checklist(s). Also, some Checklist items may not be relevant to/for a particular ARNG Aviation Facility.

d. Appendix F of this Checklist is comprised of 718 questions in 12 sections. When using this Checklist in addition to the parent NGR 385-5, the surveyed Facility Commander shall indicate (in Appendix C of this document) what percentage (of each section in Appendix F) shall be surveyed. This decision shall be based on time and personnel available; confidence in compliance; and the ability to effectively measure using indicators rather than individual questions. While a full survey is of training and assessment value (to both the surveyed and surveying teams), *no less than 25 percent* of the (applicable) questions of each section (in Appendix F) shall be asked/answered. This amounts to 195 questions, en toto, reflecting rounding to the next whole number of questions in each section/subsection. However, the surveyed Facility is (still) responsible for compliance with all of the (applicable) questions herein. Since the questions are not weighted in value or importance, randomness in the selection is mandatory and is the sole discretion of the surveying team member. The minimum number of questions to be asked/answered is stipulated at the preamble of each (Appendix F) section. This percentage criterion does not apply to the other appendices in this Checklist.

e. Each question/item in the ASAAPS Checklist must be based upon a regulatory requirement (that is, a shall, will, or must, as taken directly from the regulation, pamphlet, manual, bulletin, or other published criteria). The Checklist(s) shall cite the requirement and the authority (publication number and paragraph, page, Chapter, Section, Table, etc., from which extracted). Items found or determined to be of sound practice, but not yet published as a requirement may be added to this Checklist pending review of the applicable regulation(s). When such additions are made, the Reference/Authority line shall read, "Interim Area of Emphasis." Compliance with such criteria is not compulsory, but highly encouraged. If a DA Form 2028 is known to have been submitted relative to the specific requirement, it shall be noted in the Discussion block for the question. Some checklist items may not be checked "N/A" (denoting "Not Applicable") due to regulatory requirements (such as, AR 385-95 [Army Aviation Accident Prevention] requires specific tasks to be performed by the Safety Officer). For such items, the "N/A" block(s) will

be greyed-out. Additionally, special emphasis items will be added to this Checklist by message (to the Facilities) from NGB-AVS-SA.

f. In this version of the ASAAPS Checklist, in parentheses, immediately following the question number, an *ICP question* queue appears - providing traceability to the Inspection Checklist Program (ICP) developed by the Colorado Army National Guard. The ICP enables the loading (typically into a laptop or Palm Pilot®) of several different accident prevention/safety checklists, of which the ASAAPS is one of the more commonly used. The ICP uses a unique numbering system that prefixes every question in the program with an identifier for the checklist being used. Use of the ICP not a required element of the ASAAPS Checklist, and users of the ICP should always consult the on-line version of this Checklist to ensure currency prior to undertaking an ASAAPS. A copy of this program is available from the proponent: Mr. Alvin W. Tafoya, Programmer Analyst, Colorado Army National Guard (USPFO-DPI), 660 S. Aspen Street, Aurora, CO 80011; email [al.tafoya@co.ngb.army.mil](mailto:al.tafoya@co.ngb.army.mil); telephone (303) 677-8635; facsimile (fax) (303) 677-8639.

g. The Surveying Team will validate the most recent version of the ASAAPS Checklist and messages within 30 days prior to commencing the survey, by reviewing the Safety Menu (Aviation Safety sub-menu) of the NGB website at <http://www.arng.army.mil>. The survey checklists posted to the website should follow the same process flow as that published in the current edition of NGR 385-5. Revisions to the ASAAPS Checklist shall be performed at least annually, using the criteria in paragraphs 2-1a and 3-5e of this Checklist. Revisions entailing a change of more than ten percent of the ASAAPS Checklist (in any single revision) require a revalidation of NGR 385-5 by NGB-AVS-SA. Should this revalidation evident a change to the regulation is warranted, NGB-AVS-SA shall revise and perform formal coordination and revision to the regulation. No revision to the ASAAPS Checklist may change the intent or criteria of the regulation without formal revision to, and approval of (changes to), NGR 385-5.

h. **When the survey is completed**, a formal Exit Brief (Appendix J) will be presented. In addition to direct participants in the ASAAPS, Commanders and key personnel from Units or organizations *supported by* the Facility shall be invited to attend the Exit Brief. One copy of the completed Survey Results (Appendix K), a copy of the completed Checklist(s), a copy of the completed APIC Measurements (Appendix B), and a copy of the ASAAP Surveying Team Debrief (Appendix L), will be sent directly to NGB-AVS-SA. A second copy of the completed Survey Results (Appendix K), and the completed Checklist, will be given to the (surveyed) Facility Commander. The Facility Commander will ensure hazards noted by the ASAAPS Team Members are placed on the Facility Hazard Log (HAZLOG). The Facility ASO may also post potential hazards to the HAZLOG. To facilitate traceability and Reserve Component Automation System (RCAS) compatibility, a *HAZLOG No.* space is provided in the response block for each question. HAZLOG notations will be identified using a three position character as follows: The Facility Unit Identification Code (UIC), followed by the fiscal year, followed by a sequential number. For example, the first HAZLOG entry for fiscal year 2004 at the AASF For Utah would be identified as "WYQJ99-04-001." The second HAZLOG entry would be assigned "-002", and so forth. Previous Facility HAZLOG entries need not be changed to this format, but all those noted on the ASAAPS must comply with this format - even if the agency responsible for the hazard is outside the surveyed Facility. Within 15 business days of completion of the survey, the surveyed Facility Commander shall ensure forwarding of copies of the completed Exit Brief and Survey Results, and a copy of the completed Checklist, to their SAAO and the Commander of each Unit/organization *supported by* the Facility. Retention of a copy by the Surveying Team is (also) authorized (see paragraph 4-1 below).

i. The Surveying Team will provide telephonic, fax or email notification to NGB-AVS-SA of the survey dates, when scheduled. This information will be included in the ASAAPS database and maintained by the ARNG Aviation Safety Section.

j. A copy of the ASAAPS results (example Appendix K), including the Checklist(s), will be forwarded directly to: Chief, National Guard Bureau, ATTN: NGB-AVS-SA (ASAAPS), 111 South George Mason Drive, Arlington, VA 22204-1382, by the Surveying Team Chief within 15 business days of completion of the survey (see figure 3-1 below). To expedite data processing for trend analysis and RCAS loading, this data shall be transmitted by email (to [gilbert.wright@ngb.army.mil](mailto:gilbert.wright@ngb.army.mil)) or disk/diskette/zip-disk. Accompanying this correspondence will be a completed ASAAP Surveying Team Debrief (reference Appendix L), and an APIC Measurement (Appendix B).

(Figure 3-1 and subsequent text continued on next page.)

- A copy of the completed Checklist(s) in Appendix F (and Appendix G, H, and I, as applicable).
- A copy of the ASAAPS Results (Appendix K).
- A copy of the APIC Measurements (Appendix B).
- A completed ASAAP Surveying Team Debrief (Appendix L).

**Figure 3-1**  
**After-Survey Material to be Forwarded to NGB-AVS-SA**

k. Additional guidance on the conduct of the ASAAPS is in Appendix E.

#### **4. Reports and Other Program Implementation.**

**4-1. Reports.** An informational copy is authorized to be submitted to the SAAO and/or Facility Commander of the Surveying Team for application of lessons learned within the resident Facility/State of the Surveying Team. Also reference paragraph 3-5g for other distribution. Respect must be given to potential sensitivity of this raw data, and its use is limited to accident prevention purposes only. This admonishment also applies to Commanders of Units/organizations supported by the Facility who have received a copy following the Exit Brief, as discussed in paragraph 3-5g above.

**4-2. Reconnaissance and Interdiction Detachments (RAIDs).** ASAAPS Teams will survey RAID operations at the surveyed Facility. Surveys of RAID operations will utilize the RAID checklist found in Appendix G for that portion of the Survey (in addition to the applicable portions of Appendices C and F).

**4-3. Aviation Classification Repair Activity Depots (AVCRADs).** The four AVCRADs will conduct surveys in accordance with (IAW) the published on-line schedule. NGB-AVS-S will provide a Survey Team member, as needed.

**4-4. OSAA/OSACOM.** ASAAPS Teams will (also) survey OSACOM operations at the surveyed Facility. Surveys of OSACOM operations will utilize the OSACOM aviation survey found in Appendix H, in addition to those applicable portions of Appendices C and F. A copy of the completed checklist for OSACOM operations will be forwarded from the surveyed Facility Commander to the OSACOM Detachment Commander. Further distribution beyond the OSACOM (Detachment) Commander shall be IAW applicable OSAA/OSACOM Standing Operating Procedures (SOPs) and regulations. Checklists developed by OSAA/OSACOM should be pared or tailored to preclude redundancy of surveillance. Consideration during OSAA/OSACOM-mandated inspections or surveys should be given to responses provided on any recently-performed ASAAPS (in examining only those functional areas or subjects not covered by an ASAAPS).

**4-5. ARNG Aviation Training Sites (AATs).** When the AASF at Annville, PA is surveyed, the Eastern AATS (EAATS) will also be surveyed. When the AASF in Marana, AZ is surveyed, the Western AATS (WAATS) will be surveyed.

a. The ASAAP Survey Team will be supplemented by two personnel from the adjoining surveying AATS. The AATS personnel will survey the Operations and Safety functions at the AATs.

b. The Team Chief will liaise with NGB-AVS-S and the AATS to coordinate survey dates and supplemental personnel.

c. The AATS will fund the per diem for their personnel.

d. All AATs should be surveyed by AATS personnel, due to the unique nature of AATS operations.

e. Surveys of the High Altitude AATS (HAAATS) and Fixed Wing AATS (FWAATS) shall be included in the on-line schedule by NGB-AVS-SA.

f. NGB-AVS-S will provide a Survey Team member, as needed.



**4-6. Air Traffic Services (ATS) Facilities.** The 16 ATS Facilities in the National Guard System will coordinate scheduling by and between one another by reference to the centralized published ASAAPS schedule as discussed above. Each ATS Facility shall be surveyed IAW this Checklist. Due to the unique operations in the ATS environment, the specialized checklist in Appendix I shall be utilized (in addition to those pertinent questions throughout Appendices C and F).

**5. Additional Uses of the ASAAPS Checklist.**

**5-1.** This Checklist is compatible with the RCAS SOH Subsystem for tracking and data management of Safety compliance requirements and issues.

**5-2.** Use of this Checklist satisfies the requirements for the conduct of an Aviation Accident Prevention Survey (AAPS), as required in AR 385-95, para. 3-2a; and NG CIR 385-95, para. 3-2e, whether conducted internally, or by a surveying team. When used as an internal AAPS, augmentation with items of local or additional command emphasis is authorized and encouraged.

**5-3.** Use of this Checklist likewise satisfies the AAPS requirement when used by aviation organizations other than Flight Facilities (e.g., Companies, Battalions). When used in such a fashion, the term *Facility* should be supplanted with *Unit*, and other obvious adjustments made as necessary. However, the point of authority for each question should be validated for applicability to an organization other than a Facility.

**5-4.** Commanders and key personnel of units or organizations supported by the Facility who have received a copy of the (completed) ASAAPS shall apply the lessons learned in their respective Accident Prevention programs. Facility Commanders shall provide the greatest measure of assistance possible to these supported Units in dedicating or securing resources necessary to proactively emplace promeasures and countermeasures (within their respective command) prompted by application of the ASAAPS lessons learned.

**5-5.** Additional or other checklists (as referenced in AR 385-95, para. 3-2b) may be excellent tools for measuring (at least portions of) the safety posture of an aviation unit, and allowance of the use of this Checklist (for AAPS purposes) does not imply the exclusion of some other suitable checklist. However, the ASAAPS Checklist is the sole checklist to be used in the conduct of an ASAAPS.

**5-6.** Facilities participating in APIC, or like voluntary programs as discussed in AR 5-1, and AR 5-4, may utilize Appendix B of this Checklist, in addition to forwarding of this Appendix to NGB-AVS-SA upon completion of the ASAAPS.

(Appendix A and subsequent text continued on next page.)

**APPENDIX A**

**Note:** Internet addresses shown for access to publications are current as of publication of this regulation, and are subject to change. Always consult the publication proponent for the latest official revision or edition of the affected document.

**References****Section I****Required Publications****29 CFR Part 1910**

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**AC 36-2C**

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**AC 36-3G**

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[ftp://pubs.army.mil/pub/epubs/pdf/r385\\_63.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r385_63.pdf)

**AR 385-95**

Army Aviation Accident Prevention. (Cited in paragraphs 3-5e, 5-2, 5-5, C-3e, C-3b, C-13, F-1r, F-1s, F-2a, F-2b(1)(a), F-2b(2), F-2b(3), F-2b(4), F-2b(5), F-2b(5)(a), F-2b(6), F-2b(7), F-2b(8), F-2b(9), F-2b(10), F-2b(11), F-2b(14), F-2b(15), F-2b(16), F-2b(17), F-2b(19), F-2b(20), F-2b(21), F-2b(22), F-2b(23), F-2b(24), F-2b(27), F-2c, F-2c(1), F-2c(2), F-2c(3), F-2c(4), F-2c(5)(a), F-2c(5)(b), F-2c(5)(d), F-2d, F-2d(7), F-2e, F-2f, F-2g, F-2h(1), F-2h(2)(a), F-2h(6), F-3i, F-4a, F-4b, F-4b(1), F-4c, F-4d(1), F-4d(1)(a), F-4d(1)(b), F-4d(1)(c), F-4d(2), F-4d(3), F-4d(4), F-4e(1), F-4e(2), F-4e(3), F-4g(1), F-4g(1)(a), F-4g(1)(b), F-4g(1)(c), F-4g(2)(a), F-4g(2)(b), F-4g(2)(c), F-4g(2)(d), F-4g(2)(e), F-4g(2)(f), F-4g(2)(g), F-4g(2)(h), F-4g(2)(i), F-4g(2)(j), F-4g(2)(k), F-4g(2)(l), F-4h, F-4k(1), F-4k(2), F-4k(3), F-4k(4), F-4k(5), F-4l, F-4m, , F-4m(1), F-4n, F-4n(1), F-4n(2), F-4n(3), F-4n(4), F-4n(6), F-4o(6), F-4p, F-5a(1)(a), F-6a, F-6h(2), F-6i(2), F-6j(3), F-6k(1), F-6k(3), F-6m(2), F-6n, F-6q, F-7b, F-7d, F-7e, F-7f, F-7g, F-7h, F-7i, F-10a(1)(a), F-10a(1)(b), F-10a(5), F-10c(1), F-10c(8), F-10f(4), F-12m(11)(a), F-12m(12), G-2, G-2a(1), G-2a(2), G-3, G-5, G-5a, G-14, H-2a, H-2a(1), H-2b, H-2b(1), H-2b(2), H-2b(3), H-2c, H-2d, and H-2e(1); and Glossary – Section II)

[ftp://pubs.army.mil/pub/epubs/pdf/r385\\_95.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r385_95.pdf)

**AR 420-10**

Management of Installation of Directorates of Public Works. (Cited in para. F-12a(19))

[ftp://pubs.army.mil/pub/epubs/pdf/r420\\_10.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r420_10.pdf)

**AR 420-90**

Fire and Emergency Services. (Cited in paragraphs F-1y, F-1y(1), F-2b(12), F-2b(26), F-2c(1), F-2c(3), F-2c(5)(d), F-2d, F-2d(1), F-2d(2), F-2d(3), F-2d(4), F-2d(5), F-2d(6), F-2d(7), F-2d(8), F-2d(9), F-2d(10), F-2d(11), F-2h(19), F-2h(19)(a), F-2h(19)(b), F-5b(11)(e), F-5b(11)(f), F-7g, F-10a(19)(b), F-12h(12), F-12m(9), and H-1c)  
[ftp://pubs.army.mil/pub/epubs/pdf/r420\\_90.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r420_90.pdf)

**AR 600-8-22**

Military Awards. (Cited in para. F-4k(5))  
[ftp://pubs.army.mil/pub/epubs/pdf/r600\\_8\\_22.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r600_8_22.pdf)

**AR 600-55**

The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing). (Cited in paragraphs F-2b(27), F-2b(27)(a), F-10a(8), F-10c(7), F-10d(1), F-10d(2), F-10d(3), F-10d(4), F-10d(5), F-10d(8), F-10d(9), F-10d(11), F-10d(12)(a), F-10d(12)(b), F-12q(1), and I-1e)  
[ftp://pubs.army.mil/pub/epubs/pdf/r600\\_55.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r600_55.pdf)

**AR 600-105**

Aviation Service of Rated Army Officers. (Cited in para. F-7d)  
[ftp://pubs.army.mil/pub/epubs/pdf/r600\\_105.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r600_105.pdf)

**AR 670-1**

Wear and Appearance of Army Uniforms and Insignia. (Cited in para. F-6g)  
[ftp://pubs.army.mil/pub/epubs/pdf/r670\\_1.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r670_1.pdf)

**AR 672-20**

Incentive Awards. (Cited in para. F-4k(5))  
[ftp://pubs.army.mil/pub/epubs/pdf/r672\\_20.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r672_20.pdf)

**AR 672-74**

Army Accident Prevention Awards Program. (Cited in paragraphs F-4k(5), and F-4l)  
[ftp://pubs.army.mil/pub/epubs/pdf/r672\\_74.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r672_74.pdf)

**AR 700-68**

Storage and Handling of Liquefied and Gaseous Compressed Gasses and Their Full and Empty Cylinders. (Cited in paragraphs F-12n(1) through (7))  
[ftp://pubs.army.mil/pub/epubs/pdf/r700\\_68.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r700_68.pdf)

**AR 700-138**

Army Logistics Readiness and Sustainability. (Cited in paragraphs F-10b(4), F-10b(11), and F-10b(12))  
[ftp://pubs.army.mil/pub/epubs/pdf/r700\\_138.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r700_138.pdf)

**AR 710-2**

Inventory Management Supply Policy Below the Wholesale Level. (Cited in paragraphs F-5a(3), F-5b(9)(g), F-5b(11)(d), F-10b(15), F-10e(3), F-10e(4), and F-10e(5))  
[ftp://pubs.army.mil/pub/epubs/pdf/r710\\_2.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r710_2.pdf)

**AR 750-1**

Army Materiel Maintenance Policy and Retail Maintenance Operations. (Cited in paragraphs F-5b(11)(c), F-10a(3), F-10a(6)(d), F-10a(22), F-10b(2)(a), F-10b(2)(b), F-10b(2)(c), F-10b(2)(d), and F-10e(5))  
[ftp://pubs.army.mil/pub/epubs/pdf/r750\\_1.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r750_1.pdf)

**AR 750-43**

Army Test, Measurement, and Diagnostic Equipment Program. (Cited in para. F-10a(6)(f))  
[ftp://pubs.army.mil/pub/epubs/pdf/r750\\_43.pdf](ftp://pubs.army.mil/pub/epubs/pdf/r750_43.pdf)

**Area Planning (AP/1 or AP/1A)**

(Cited in para. F-2h(9)(b))



**Army Aviation Flight Information Bulletin (AFIB)**

(Cited in para. F-2h(15))

**ASAAPS Checklist**

(NGB-AVS-SA proponent checklist.) (Cited in paragraphs History, Summary, Management Control Process, 2-1, 3-5e, 3-5f, 3-5g, 5, 5-5, C-16, D-2c(1), and E-2)  
<http://www.arng.army.mil>

**ASAM GEN-01-ASAM-03**

Aviation Safety Action Message, Maintenance Mandatory, RCS CSGLD-1860(R1), All U.S. Army Aircraft, Updated Information on Night Vision Goggles. (Cited in paragraphs F-2b(7), F-6o(1), F-6p(1), F-6p(1)(a), F-6p(3), F-6p(4), F-6p(5), and F-6p(6))  
<http://www-rucker.army.mil/atb/nvd/NVD%2002%20Draft%20Final.doc>

**Countermeasure**

(USASC magazine) (Cited in para. F-4g(2)(i))  
<http://safety.army.mil>

**Crane Manufacturers Association of America, Inc. Specification No. 61**

Untitled. (Cited in para. F-12r(4))

**CTA 50-900**

Clothing and Individual Equipment. (Cited in paragraphs F-5b(3)(a), F-5b(3)(b), F-6e(2), and F-6i(4))

**DA Pam 25-40**

Administrative Publications: Action Officers Guide. (Cited in paragraphs Distribution, F-2b, F-8e(1), and G-1a)  
[ftp://pubs.army.mil/pub/epubs/pdf/p25\\_40.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p25_40.pdf)

**DA Pam 40-13**

Training in First Aid and Emergency Medical Treatment. (Cited in paragraphs F-2d(10), F-12l(1), F-12v(2), and F-12v(2)(b))  
[ftp://pubs.army.mil/pub/epubs/pdf/p40\\_13.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p40_13.pdf)

**DA Pam 40-21**

Ergonomics Program. (Cited in para. F-12x(1))  
[ftp://pubs.army.mil/pub/epubs/pdf/p40\\_21.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p40_21.pdf)

**DA Pam 40-501**

Hearing Conservation Program. (Cited in paragraphs F-12b(5)(a), F-12b(5)(b), F-12b(7), F-12b(8), and F-12b(8)(a))  
[ftp://pubs.army.mil/pub/epubs/pdf/p40\\_501.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p40_501.pdf)

**DA Pam 40-503**

Industrial Hygiene Program. (Cited in paragraphs F-2h(6), F-12a(1), F-12a(2), F-12a(3), F-12a(4), F-12a(5), F-12a(8), F-12a(11), F-12a(13), F-12a(17), F-12a(18), F-12a(19), F-12a(20), F-12b(1), F-12b(2), F-12b(4), F-12h(13), F-12j(3), F-12k(1), and H-2b(1); and Glossary – Section II)  
[ftp://pubs.army.mil/pub/epubs/pdf/p40\\_503.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p40_503.pdf)

**DA Pam 40-506**

The Army Vision Conservation and Readiness Program. (Cited in paragraphs F-12a(14), F-12a(15), F-12a(15)(a), F-12a(16), F-12j(1), F-12k(6), F-12u(3), and F-12w(6)(a))  
[ftp://pubs.army.mil/pub/epubs/pdf/p40\\_506.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p40_506.pdf)

**DA Pam 385-1**

Small Unit Safety Officer/NCO Guide. (Cited in para. F-4o(4))  
[ftp://pubs.army.mil/pub/epubs/pdf/p385\\_1.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p385_1.pdf)

**DA Pam 385-8**

Back Injury Prevention. (Cited in para. F-12x(2))

[ftp://pubs.army.mil/pub/epubs/pdf/p385\\_8.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p385_8.pdf)

**DA Pam 385-40**

Army Accident Investigation and Reporting. (Cited in paragraphs C-11, C-12, F-2c(5)(c), F-3j, F-6c(1), F-7f, F-10a(4), and F-10a(5))

[ftp://pubs.army.mil/pub/epubs/pdf/p385\\_40.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p385_40.pdf)

**DA Pam 385-64**

Ammunition and Explosives Safety Standards. (Cited in para. F-10a(1)(c))

[http://books.usapa.army.mil/pdf/p385\\_64.pdf](http://books.usapa.army.mil/pdf/p385_64.pdf)

**DA Pam 672-5**

A Supervisor's Guide to the Incentive Award Program. (Cited in para. F-4k(5))

[ftp://pubs.army.mil/pub/epubs/pdf/p672\\_5.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p672_5.pdf)

**DA Pam 710-2-1**

Using Unit Supply System (Manual Procedures). (Cited in paragraphs F-5a(3), F-5a(8), and F-5b(11)(d))

[ftp://pubs.army.mil/pub/epubs/pdf/p710\\_2\\_1.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p710_2_1.pdf)

**DA Pam 710-2-2**

Supply Support Activity Supply System: Manual Procedures. (Cited in paragraphs F-5a(8), F-10a(22), F-10e(3), F-10e(4), and F-10e(5))

[ftp://pubs.army.mil/pub/epubs/pdf/p710\\_2\\_2.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p710_2_2.pdf)

**DA Pam 738-751**

Functional Users Manual for The Army Maintenance Management System – Aviation (TAMMS-A). (Cited in paragraphs F-2n, F-6c(2), F-6p(2), F-6p(3), F-6p(5), F-6p(6), F-9a, F-10a(2), F-10a(6)(b), F-10a(6)(g), F-10a(11), F-10a(12)(a), F-10a(12)(b), F-10a(12)(c), F-10a(12)(d), F-10a(12)(e), F-10a(12)(f), F-10a(12)(f)i, F-10a(13), F-10a(14), F-10a(15), F-10a(16), F-10a(17), F-10a(17)(a), F-10a(17)(b), F-10a(18), F-10a(19)(b), F-10a(20), F-10b(1), F-10b(2)(a), F-10b(2)(b), F-10b(2)(c), F-10b(6)(a), F-10b(6)(b), F-10b(6)(b)i, F-10b(7), F-10b(8), F-10b(9), F-10b(10), F-10c(5)(a), F-10d(1), F-10d(2), F-10d(3), F-10d(4), F-10d(5), F-10d(8), F-10d(9), F-10d(11), F-10d(12)(a), and F-10d(12)(b))

[ftp://pubs.army.mil/pub/epubs/pdf/p738\\_751.pdf](ftp://pubs.army.mil/pub/epubs/pdf/p738_751.pdf)

**DG 415-3**

Army Aviation Facilities. (Cited in paragraphs F-10f(3), F-12k(3), F-12k(5), F-12k(6), F-12l(3), F-12w(2), F-12w(6), and F-12w(9))

**DODI 6050.5**

DoD Hazard Communication Program. (Cited in para. F-4k(4))

<http://web7.whs.osd.mil/pdf/i60505p.pdf>

**DODI 6055.5**

Industrial Hygiene and Occupational Health. (Cited in paragraphs F-12a(9), and F-12a(10))

<http://web7.whs.osd.mil/pdf/i60555p.pdf>

**Enroute IFR Supplement**

(Cited in para. F-2h(9)(e))

**Enroute Low Altitude Area Chart**

(Cited in para. F-2h(9)(d))

**Enroute Low Altitude Chart**

(Cited in para. F-2h(9)(d))

**Enroute VFR Supplement**

(Cited in para. F-2h(9)(f))

**FAA Handbook FAA-H-8083-1**

Aircraft Weight and Balance Handbook. (Cited in paragraphs H-3d)

<http://www.aea200.ea.faa.gov/ea01/acpub.htm>**FAR Part 139**

Certification and Operations: Land Airports Serving Certain Air Carriers. (Cited in paragraphs F-1l, and F-1t)

<http://www.access.gpo.gov/cgi-bin/cfrassemble.cgi?title=200014>**Flightfax**

(USASC magazine) (Cited in para. F-4g(2)(i))

<http://safety.army.mil>**Flight Information Handbook (FIH)**

(Cited in paragraphs F-2h(9)(e), and F-3d)

**FM 1-202**

Environmental Flight. (Cited in paragraphs F-2b(21), F-8b(6), and F-8b(11))

**FM 1-240**

Instrument Flying and Navigation for Army Aviators. (Cited in para. F-8b(12))

**FM 1-300**

Flight Operations Procedures. (Cited in paragraphs F-1h(3), F-1z, F-2c(4), F-2f, F-2h(2)(e), F-2h(3), F-2h(4), F-2h(5), F-2h(7), F-2h(8), F-2h(9)(a), F-2h(9)(b), F-2h(9)(c), F-2h(9)(d), F-2h(9)(e), F-2h(9)(f), F-2h(9)(g), F-2h(9)(h), F-2h(9)(i), F-2h(14), F-2h(15), F-2h(16), F-2h(17), F-2h(18), F-2h(19), F-2k, F-2n, F-3a, F-5b(4), F-5b(6), F-5b(8), F-8b(1), F-8b(2), F-8b(3), F-8b(4), F-8b(5), F-8b(6), F-8b(7), F-8b(8), F-8b(9), F-8b(10), F-8b(11), F-8b(12), F-8b(13), F-8b(14), F-8b(15), F-8b(16), F-8b(17), F-8b(18), F-8b(19), F-8c(1), F-8c(2), F-8c(3), F-8c(4), and F-9e)

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/1-300/toc.htm>**FM 1-303**

Air Traffic Control Facility Operations and Training. (Cited in paragraphs F-4g(2)(f), I-1c, I-1d, I-1f, I-1g, I-1h, I-1i, I-1j, I-1k, I-1k(1), I-1k(2), I-1k(3), I-1k(4), I-1k(5), and I-1k(6))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/1-303/toc.htm>**FM 1-400**

Aviator's Handbook. (Cited in paragraphs F-2b(13), F-6e(1), and F-8b(9))

**FM 1-506**

Fundamentals of Aircraft Power Plants. (Cited in para. F-10a(6)(i))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/1-506/toc.htm>**FM 1-508**

Maintaining Aviation Life Support Equipment. (Cited in paragraphs F-2j(2)(a), F-4k(3), F-6c(2), F-6e, F-6f, F-6f(1), F-6f(1)(a), F-6f(1)(b), F-6f(2), F-6h(1), F-6h(2), F-6h(3), F-6i(2), F-6i(3), F-6i(4), F-6j(1), F-6j(3), F-6k(3), F-6k(4), F-6m(2), F-6n, F-6o, F-6p(4), F-6q, and G-1f)

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/1-508/toc.htm>**FM 1-564**

Shipboard Operations. (Cited in para. F-8b(17))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/1-564/toc.htm>**FM 3-04.111**

Aviation Brigades. (Cited in paragraphs F-5a(8), F-5b(1)(c), and F-5b(8))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-04.111/fm304111.htm>

**FM 3-04.140**

Helicopter Gunnery. (Cited in paragraphs F-2b(5), F-2b(19), and F-8e)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-04.140/fm304140.htm>

**FM 3-04.301**

Aeromedical Training for Flight Personnel. (Cited in paragraphs F-7e, F-8b(14), F-8b(18), F-10a(6)(e), H-3b, and H-3b(1))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-04.301/fm304500.htm>

**FM 3-04.500**

Army Aviation Maintenance. (Cited in paragraphs F-1h(3), F-1h(4), F-6j(2), F-6p(2), F-9f, F-9h, F-10a(1)(a), F-10a(1)(b), F-10a(6)(f), F-10a(6)(g), F-10a(8), F-10a(9), F-10a(9)(a), F-10a(9)(c), F-10a(10), F-10a(13), F-10a(21), F-10a(22), F-10b(1), F-10b(2)(a), F-10b(2)(b), F-10b(2)(c), F-10b(3), F-10b(4), F-10b(5), F-10b(6)(a), F-10b(6)(b), F-10b(6)(b)i, F-10b(7), F-10b(8), F-10b(9), F-10b(10), F-10b(14), F-10c(1), F-10c(3), F-10c(4), F-10c(5), F-10c(6), F-10c(8), F-10d(1), F-10d(2), F-10d(3), F-10d(4), F-10d(5), F-10d(6), F-10d(8), F-10d(9), F-10d(10), F-10d(12)(a), F-10d(12)(b), F-10e(5), F-10e(6), F-10e(8), F-10e(9), F-10e(10), F-10f(3), F-12l(3), F-12m(3), F-12m(4), F-12n(4), F-12n(4)(a), F-12w(1), F-12w(2), F-12w(3), F-12w(4), F-12w(6), and G-1a)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-04.500/dm304500.htm>

**FM 3-05.70**

Survival. (Cited in para. F-8b(15))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-05.70/fm30570.htm>

**FM 3-19.30**

Physical Security. (Cited in para. F-1x)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-19.30/fm31930.htm>

**FM 3-100.4**

Environmental Considerations in Military Operations. (Cited in paragraphs F-4e(3), F-5b(1)(b)i, and F-5b(11)(a))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-100.4/dm31004.htm>

**FM 3-100.12**

Risk Management. (Cited in paragraphs F-2b(17), and F-2j(4))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/3-100.12/fm310012.htm>

**FM 4-25.11**

First Aid. (Cited in para. F-2d(10))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/4-25.11/fm42511.htm>

**FM 5-415**

Fire-Fighting Operations. (Cited in paragraphs F-1y, F-2b(26), F-2c(1), F-2c(3), F-2c(5)(a), F-2d, F-2d(1), F-2d(2), F-2d(3), F-2d(4), F-2d(6), F-2d(7), F-2d(8), F-2d(10), F-2h(19), F-2h(19)(a), F-2h(19)(b), F-2g(2)(e), F-5a(1)(a), F-5a(1)(a)(i), F-5a(1)(a)(ii), F-5a(4), F-5b(1)(b)i, F-5b(5), F-5b(11)(e), F-5b(11)(f), F-12h(12), F-12m(1), F-12m(2), F-12m(3), F-12m(4), F-12m(5), F-12m(6), F-12m(7), F-12m(8), F-12m(9), F-12m(10), F-12m(11), F-12m(11)(a), F-12m(12), F-12m(13), F-12n(2), F-12o(2), H-1c, and H-2a)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/5-415/fm5415.htm>

**FM 5-430-00-2**

Planning and Design of Roads, Airfields, and Heliports in the Theater of Operations - Airfield and Heliport Design. (Cited in paragraphs F-1a, F-1b, F-1c, F-1d, F-1e, F-1f, F-1g, F-1h, F-1h(1), F-1j, F-1k, F-1n, F-1o, F-1p, F-1u, and F-1v)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/5-430-00-2/fm5430002.htm>

**FM 7-0**

Training the Force. (Cited in para. F-6p(1)(a))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/7-0/fm70.htm>

**FM 10-67-1**

Concepts and Equipment of Petroleum Operations. (Cited in paragraphs F-1z, F-2b(12), F-5a(1)(a)i, F-5a(1)(a)(ii), F-5a(1)(a)(iii), F-5a(2), F-5a(6), F-5a(7), F-5a(7)(a), F-5a(8), F-5b(1), F-5b(1)(a), F-5b(1)(b), F-5b(1)(b)i, F-5b(1)(c), F-5b(2), F-5b(3)(a), F-5b(3)(b), F-5b(3)(c), F-5b(3)(d), F-5b(3)(e), F-5b(4), F-5b(5), F-5b(6), F-5b(7), F-5b(8), F-5b(9)(a), F-5b(9)(b), F-5b(9)(e), F-5b(9)(f), F-5b(9)(g), F-5b(9)(h), F-5b(9)(i), F-5b(9)(j), F-5b(9)(k), F-5b(9)(l), F-5b(9)(l)i, F-5b(10), F-5b(10)(a), F-5b(10)(b), F-5b(10)(c), F-5b(11), F-5b(11)(a), F-5b(11)(b), F-5b(11)(c), F-5b(11)(d), F-5b(11)(e), F-5b(11)(f), F-5b(12), F-5b(12)(a), F-5b(12)(b), F-5b(12)(c), F-5b(12)(d), F-12m(11)(a), F-12m(13), and F-12n(2))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/10-67-1/fm10671.htm>

**FM 10-450-3**

Multiservice Helicopter Sling Load: Basic Operations and Equipment. (Cited in paragraphs F-2b(4), and F-2b(4)(b))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/10-450-3/fm104503.htm>

**FM 21-60**

Visual Signals. (Cited in para. F-9e)

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/21-60/fm2160.htm>

**FM 25-101**

Battle Focused Training. (Cited in para. F-6p(1)(a))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/25-101/fm25101.htm>

**FM 34-81**

Weather Support for Army Tactical Operations. (Cited in paragraphs F-3b, F-3b(1), and F-3g)

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/34-81/fm3481.htm>

**FM 100-14**

Risk Management. (Cited in paragraphs F-2b(17), F-2j(4), and F-2j(6))

<http://www.adtdl.army.mil/cgi-bin/atdl.dll/fm/100-14/fm10014.htm>

**General Planning (GP)**

(Cited in para. G-2h(9)(a))

**HQDA Ltr 40-00-01**

Army Ergonomics Program. (Cited in para. F-12x(1))

**MIL-HDBK-200G**

Military Standardization Handbook: Quality Surveillance Handbook for Fuels, Lubricants, and Related Products. (Cited in para. F-5a(8))

**MIL-STD-161F**

Military Standard Identification Methods for Bulk Petroleum Products Systems Including Hydrocarbon Missile Fuels. (Cited in paragraphs F-5a(8), F-5b(7), and F-5b(12)(a))

**NFPA 10**

Standard for Portable Fire Extinguishers. (Cited in paragraphs F-1y, F-12m(3), and F-12m(5))

<http://www.nfpacatalog.org>

**NFPA 70**

National Electrical Code. (Cited in para. F-12w(3))

<http://www.nfpacatalog.org>

**NFPA 80**

Standard for Fire Windows and Fire Doors. (Cited in para. F-12g(4)(c))

<http://www.nfpacatalog.org>

**NFPA 101**

Life Safety Code. (Cited in paragraphs F-12c(2), F-12f(6), F-12f(7), F-12f(8), F-12f(9), F-12f(10), F-12f(11), F-12f(12), F-12f(13), F-12f(13)(b), F-12f(14)(a), F-12f(14)(b), F-12f(14)(c), F-12f(15), F-12f(16), F-12m(8), and F-12m(9))

<http://www.nfpacatalog.org>

**NFPA 211**

Standard for Chimneys, Fireplaces, Vents, and Solid Fuel-Burning Appliances. (Cited in para. F-12m(10))

<http://www.nfpacatalog.org>

**NFPA 251**

Standard Methods of Tests of Fire Entrance of Building Construction and Materials. (Cited in para. F-12g(3))

<http://www.nfpacatalog.org>

**NFPA 410**

Standard on Aircraft Maintenance. (Cited in para. F-12w(2))

<http://www.nfpacatalog.org>

**NG CIR 385-95**

Army National Guard (ARNG) Aviation Safety Program and Aviation Accident Prevention Plan (AAPP). (Cited in paragraphs 3-2, 5-2, B-2, F-2b(15), F-2b(20), F-2c(5)(d), F-2e, F-2h(5), F-2l, F-3f, F-3f(1), F-4c, F-4g(2)(h), F-2h(12), F-4k(1), F-4n(5), F-4o(1), F-4o(3), F-4o(5), F-6f(4), F-8b(18), F-8r, F-12a(7), F-12c(4)(a), F-12e(3), F-12e(4), and H-2b)

<http://www.ngbpdc.ngb.army.mil/pubfiles/385/38595.pdf>

**NG Pam 11-1**

Command Logistics Review Program (CLRP). (Cited in para. 2-1)

<http://www.ngbpdc.ngb.army.mil/pubfiles/11/111.pdf>

**NGR 25-1**

All States Memorandums. (Cited in paragraphs F-8e(1), F-2b(18), and G-1a)

<http://www.ngbpdc.ngb.army.mil/pubfiles/25/251.pdf>

**NGR 95-1** (*See Note in paragraph F-8e(1) regarding valid versions of this document.*)

ARNG Aviation: Flight Regulations. (Cited in paragraphs F-8e(1), F-9d, G-1a, G-1b, G-1c, G-1d, G-1e, G-1f, and G-4; and Glossary – Section II)

<http://www.ngbpdc.ngb.army.mil/pubfiles/95/951.pdf>

**NGR 95-210** (*See Note to paragraph F-2b(18) regarding valid versions of this document.*)

Army National Guard: General Provisions and Regulations for Aviation Training. (Cited in paragraphs 1-3, F-2b(18), F-2m, F-8b(10), F-8b(14), F-8l, F-10a(6)(a), G-1a, G-1b, G-1c, G-1d, G-1e, G-1f, G-4, and H-3a)

<http://www.ngbpdc.ngb.army.mil/pubfiles/95/95210.pdf>

**NGR 385-5**

Aviation Support Activity Accident Prevention Survey (ASAAPS) Program. (Cited in paragraphs Summary, Management Control Process, and 3-5d)

<http://www.ngbpdc.ngb.army.mil/pubfiles/385/3855.pdf>

**NGR 385-10**

Army National Guard Safety and Occupational Health Program. (Cited in paragraphs Summary, 1-1, C-14, F-2c(5)(c), F-4g(2)(l), F-4h, F-4n(1), F-4n(2), F-4n(5), F-4n(7), F-4o(1), F-4o(2), F-4o(3), F-7h, and F-12x(1))

<http://www.ngbpdc.ngb.army.mil/pubfiles/385/38510.pdf>

**NGR 385-11**

Ionizing Radiation Protection (Licensing, Control, Transportation, Disposal, and Radiation Safety). (Cited in para. I-2a)

<http://www.ngbpdc.ngb.army.mil/pubfiles/385/38511.pdf>

**NGR 415-10**

Army National Guard Facilities Construction. (Cited in para. F-6f(1))

<http://www.ngbpdn.ngb.army.mil/pubfiles/415/41510.pdf>

**NGR 500-2**

National Guard Counterdrug Support. (Cited in para. G-16)

<http://www.ngbpdn.ngb.army.mil/pubfiles/500/5002.pdf>

**NGR 750-51**

Command Maintenance Evaluation Team (COMET). (Cited in para. 2-1)

<http://www.ngbpdn.ngb.army.mil/pubfiles/750/75051.pdf>

**NG TC 1-500** (*See Note to paragraph G-1a regarding validity of this document.*)

Counter Drug Aviation Tactics, Techniques and Procedures. (Cited in paragraphs G-1a, G-1b, G-1c, G-1d, G-1e, G-1f, G-2, G-2a(1), G-2a(2), G-3, G-4, G-5, G-5a, G-6, G-7, G-7a, G-8, G-9, G-10, G-11, G-12, G-14, G-15a, G-15b, G-15c, G-15d, G-16, and G-17)

**OSAA SOP**

(Cited in paragraphs H-2d, H-2e, and H-2e(1))

[http://160.147.9.92/About\\_Us/OSAA\\_SOP/OSAA\\_SOP.htm](http://160.147.9.92/About_Us/OSAA_SOP/OSAA_SOP.htm)

**Standard Instrument Departures (SIDs)**

(Cited in para. F-2h(9)(h))

**Standard Terminal Arrival Routes (STARs)**

(Cited in para. F-2h(9)(h))

**TB Med 288**

Medical Problems of Man at High Terrestrial Elevations. (Cited in paragraphs F-8b(14), and H-3b(1))

<http://chppm-www.apgea.army.mil/imo/ddb/dmd/DMD/TBMEDS/tbmed288.pdf>

**TB Med 521**

Management and Control of Diagnostic X-Ray, Therapeutic X-Ray, and Gamma-Beam Equipment. (Cited in paragraphs F-10b(16)(a), and F-10b(16)(b))

<http://chppm-www.apgea.army.mil/imo/ddb/dmd/DMD/TBMEDS/tbmed521.pdf>

**TB Med 561**

Occupational and Environmental Health Pest Surveillance. (Cited in para. F-12o(4))

<http://chppm-www.apgea.army.mil/imo/ddb/dmd/DMD/TBMEDS/tbmed561.pdf>

**TB 5-4200-200-10**

Hand Portable Fire Extinguishers Approved for Users. (Cited in paragraphs F-12m(3), F-12m(4), F-12m(5), F-12m(6), and F-12m(7))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 9-1300-385**

Munitions Restricted or Suspended. (Cited in para. F-6i(3)(a))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 43-0106**

Aeronautical Equipment Army Oil Analysis Program. (Cited in para. F-10b(10))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 43-0142**

Safety Inspection and Testing of Lifting Devices. (Cited in paragraphs F-10b(13), F-12r(1), F-12r(2), F-12r(3), F-12r(7), F-12r(8), F-12r(9), and F-12r(11))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 43-0151**

Inspection and Test of Air and other Gas Compressors. (Cited in paragraphs F-10d(10), and F-10d(11))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 385-4**

Safety Requirements for Maintenance of Electrical and Electronic Equipment. (Cited in paragraphs F-9i, F-10e(1), F-10f(1), F-10f(3), F-10f(5), F-10f(6), F-10f(7), F-12j(2), F-12v(1), F-12v(2), F-12v(2)(a), F-12v(2)(b), F-12v(3), F-12v(11), F-12v(12), F-12v(13), F-12v(14), F-12w(7), F-12w(8), F-12w(9), I-2a, I-2b, and I-2c)  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 600-1**

Procedures for Selection, Training, Testing and Qualifying Operators of Equipment/Systems, Excluding Selected Watercraft and Aircraft, Managed/Supported by U.S. Army Troop Support and Aviation Materiel. (Cited in paragraphs F-10d(1), F-10d(2), F-10d(3), F-10d(4), F-10d(5), F-10d(9), F-10d(11), F-10d(12)(a), and F-10d(12)(b))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TB 750-25**

Maintenance of Supplies and Equipment Army Test, Measurement, and Diagnostic Equipment (TMDE) Calibration and Repair Support (C&RS) Program. (Cited in paragraphs F-10a(6)(f), F-10c(3), F-10c(4), F-10c(4)(a), F-10c(4)(b), F-10e(2), and F-10e(10); and Glossary – Section II)  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TC 1-201**

Tactical Flight Procedures. (Cited in paragraphs F-8b(11), F-8b(13), and F-8i)

**TC 1-204**

Night Flight Techniques. (Cited in paragraphs F-8b(10), and F-8b(16))

**TC 1-210**

Aircrew Training Program. (Cited in paragraphs F-2j(6), F-7a, F-8a, F-8b(1), F-8b(2), F-8b(3), F-8b(4), F-8b(5), F-8b(6), F-8b(7), F-8b(8), F-8b(9), F-8b(10), F-8b(11), F-8b(12), F-8b(13), F-8b(14), F-8b(15), F-8b(16), F-8b(17), F-8b(18), F-8b(19), F-8c(4), F-8f, F-8g, F-8i, F-8j, F-8m, F-8n, F-8o, F-8r, F-11a(1), F-11a(2), F-11a(3), F-11a(4), F-11a(5), F-11b(1), F-11b(2), F-11b(3), F-11b(4), G-8, G-9, G-12, G-13, G-15d, H-3b, and H-3b(1))  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/tc/1-210/chg1toc.html>

**TC 1-215**

Aircrew Training Manual – Observation Helicopter, OH-58 A/C and OH-6 Aviator/Aeroscout Observer. (Cited in paragraphs G-8, and G-9)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/tc/1-215/tc1-215.html>

**TC 1-218**

Aircrew Training Manual – Utility Airplane C-12. (Cited in para. H-3c)  
<http://www.adtdl.army.mil/cgi-bin/atdl.dll/tc/1-218/tc1-218.html>

**TC 11-6**

Grounding Techniques. (Cited in para. F-12g(7))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**Terminal Change Notice(s)**

(Cited in para. F-2h(9)(i))

**Terminal Instrument Approach Procedures**

(Cited in para. F-2h(9)(g))

**TG 022**

Industrial Hygiene Evaluation Guide. (Cited in paragraphs F-12u(3), F-12w(1), F-12w(4), F-12w(5), and F-12w(6))  
<http://chppm-www.apgea.army.mil/imo/ddb/dmd/DMD/TGs.htm>



**TG 144**

Guidelines for Controlling Health Hazards in Painting Operations. (Cited in para. F-12h(13))

<http://chppm-www.apgea.army.mil/imo/ddb/dmd/DMD/TGs.htm>

**TM 1-1500-204-23-1**

Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance (General Maintenance and Practices) Volume 1. (Cited in paragraphs F-1i, F-5b(9)(k), F-9c, F-9f, F-9g, F-10a(19)(a), F-10a(19)(b), F-10b(14), F-10c(5), F-10c(5)(a), F-10c(6), F-10c(7), F-10d(4), F-10d(5), F-10d(6), F-10d(7), F-10d(9), F-10d(11), F-10d(12)(a), F-12c(4)(a), F-12e(3), F-12e(4), and F-12n(4))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 1-1500-204-23-9**

Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance (Tools and Ground Support Equipment) – Volume 9. (Cited in paragraphs F-10d(5), F-10d(7), F-10d(9), F-12d(2)(a), F-12d(2)(b), F-12d(2)(c), F-12e(1), F-12e(5), F-12s(1), F-12s(2), F-12s(3), F-12s(4), F-12s(5), F-12s(6), F-12s(7), F-12t(2), and F-12t(3))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 1-1500-250-23**

Aviation Unit and Aviation Intermediate Maintenance for General Tie-down and Mooring on all Series Army Models AH-64 UH-60 CH-47 UH-1 AH-1 OH-58 Helicopters. (Cited in paragraphs F-1h(1), F-1h(2), and F-1h(5))

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 1-1500-328-23**

Aeronautical Equipment Maintenance Management Policies and Procedures. (Cited in paragraphs F-10a(6)(e), F-10a(6)(h),

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 1-8415-216-12&P**

Operator's and Aviation Unit Maintenance Manual Including Repair Parts and Special Tools List – Helmet System, Aircrew Integrated, HGU-56/P. (Cited in paragraphs F-6h(1), F-6h(2), F-6h(3),

[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 5-315**

Firefighting and Rescue Procedures in Theaters of Operations. (Cited in paragraphs F-1y(1), F-2d(1), F-2d(2), F-2d(3), F-2d(4), F-5b(11)(f), F-12h(12), F-12m(2), F-12m(3), F-12m(4), F-12m(5), F-12m(6), and F-12m(7))

<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-315/>

**TM 5-629**

Weed Control and Plant Growth Regulation. (Cited in para. F-1w)

<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-629/>

**TM 5-670**

Repairs and Utilities for Refrigeration Air Conditioning, Mechanical Ventilation and Evaporative Cooling. (Cited in paragraphs F-12g(4)(e), F-12h(2), and F-12h(3))

<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-670/>

**TM 5-671**

Repairs and Utilities: Preventive Maintenance for Refrigeration, Air Conditioning, Mechanical Ventilation and Evaporative Cooling. (Cited in paragraphs F-12g(4)(e), F-12h(2), and F-12h(3))

<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-671/>

**TM 5-682**

Facilities Engineering Electrical Facilities Safety. (Cited in paragraphs F-1I, F-12g(4)(d), F-12v(1), F-12v(2), F-12v(2)(a), F-12v(4), F-12v(5), F-12v(6), F-12v(7), F-12v(8), F-12v(9), F-12v(11), F-12v(15), and I-2c)

<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-682/>

**TM 5-805-4**

Noise and Vibration Control. (Cited in paragraphs F-12b(8),  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-805-4/>)

**TM 5-805-6**

Joint Sealing for Buildings. (Cited in paragraphs F-5b(11)(a), F-5b(11)(b), F-12g(4)(a), F-12g(4)(c),  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-805-6/>)

**TM 5-810-1**

Mechanical Design Heating, Ventilating and Air Conditioning. (Cited in paragraphs F-12g(4)(e), F-12h(2), F-12h(3), F-12h(9), F-12h(10), F-12h(11), F-12u(2), F-12w(1), F-12w(2), and F-12w(4))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-810-1/>)

**TM 5-810-4**

Compressed Air. (Cited in paragraphs F-10d(9), F-10d(10), F-10d(11), F-12j(10), F-12j(10)(a), and F-12t(1))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-810-4/>)

**TM 5-811-2**

Electrical Design, Interior Electrical System. (Cited in paragraphs F-12h(7), and F-12h(8))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-811-2/>)

**TM 5-811-5**

Army Aviation Lighting. (Cited in paragraphs F-1n, F-1o, F-1p, and F-1q)  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-811-5/>)

**TM 5-813-1**

Water Supply Sources and General Considerations. (Cited in paragraphs F-12k(2), and F-12k(4))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-813-1/>)

**TM 5-814-9**

Central Vehicle Wash Facilities. (Cited in para. F-1u)  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-814-9/>)

**TM 5-815-3**

Heating, Ventilating and Air Conditioning (HVAC) Control Systems. (Cited in paragraphs F-12g(4)(e), F-12h(2), F-12h(3), F-12h(9), F-12h(10), F-12h(11), F-12u(2), F-12w(1), F-12w(2), and F-12w(4))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-815-3/>)

**TM 5-820-1**

Surface Drainage Facilities for Airfields and Heliports. (Cited in para. F-1k)  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-820-1/>)

**TM 5-820-3**

Drainage and Erosion Control Structures for Airfields and Heliports. (Cited in para. F-1k)  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-820-3/>)

**TM 5-823-4**

Marking of Army Airfield-Heliport Operational and Maintenance Facilities. (Cited in paragraphs F-1n, F-1o, and F-5b(11)(e))  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-823-4/>)

**TM 5-830-3**

Dust Control for Roads, Airfield, and Adjacent Areas. (Cited in paragraphs F-1f, and F-1m)  
<http://www.usace.army.mil/inet/usace-docs/armytm/tm5-830-3/>)

**TM 5-4220-202-14**

Maintenance Instructions With Parts Breakdown: USAF Floatation Equipment (TO 14S-1-102). (Cited in para. F-6m(1))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm))

**TM 5-4330-217-12**

Operator's and Organizational Maintenance Manual (Including Repair Parts and Special Tools List) for Filter Separator, Liquid Fuel, 100 GPM, Frame Mounted. (Cited in para. F-5b(9)(e))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 9-243**

Technical Manual for Use and Care of Hand Tools and Measuring Tools. (Cited in paragraphs F-12s(1), F-12s(2), F-12s(4), F-12s(5), F-12s(6), F-12s(7), F-12t(2), F-12t(3), F-12v(6), and F-12v(10))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 9-1055-460-13&P**

Operator, Aviation Unit and Intermediate Maintenance Manual (Including Repair Parts and Special Tools) for Hydra 70 Rocket Launchers. (Cited in paragraphs F-9h, and F-10c(5))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 9-1370-206-10**

Pyrotechnic Signals. (Cited in para. F-6i(3)(a))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 10-8415-206-12&P**

Operator's and Organizational Maintenance Manual Including Repair Parts and Special Tools List – Helmet, Flyer's Protective, SPH-4. (Cited in paragraphs F-6h(1), F-6h(2), and F-6h(3))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 11-4920-292-15**

Operator's, Organizational, Direct Support, General Support, and Depot Maintenance Manual for Magnetic Compass Calibrator Set, AN/ASM-339(V)1 and Magnetic Compass Calibrator Set Adapter Kit, MK-1040A/ASN. (Cited in para. F-10e(7))

**TM 55-1500-342-23**

Army Aviation Maintenance Engineering Manual – Weight and Balance. (Cited in paragraphs F-6k(2), F-10a(7), and H-3d)  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 55-1680-317-23&P**

Aviation Unit and Aviation Intermediate Maintenance Manual with Repair Parts and Special Tools List – Army Aircraft Survival Kits. (Cited in paragraphs F-6i(2), F-6i(3)(a), and F-6i(4))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 55-2620-200-24**

Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes. (Cited in paragraphs F-12p(1), F-12p(2), and F-12p(3))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**TM 55-2840-229-23-1**

Aviation Unit and Aviation Intermediate Maintenance Manual Engine Assembly. (Cited in para. F-10a(6)(i))  
[http://www.logsa.army.mil/etms/find\\_etm.cfm](http://www.logsa.army.mil/etms/find_etm.cfm)

**UFC 3-260-01**

Airfield and Heliport Planning and Design. (Cited in paragraphs F-1a, F-1b, F-1c, F-1d, F-1e, F-1f, F-1g, F-1h, F-1h(1), F-1j, F-1k, F-1n, F-1o, F-1p, F-1u, F-1v, and F-1x)  
<http://www.hnd.usace.army.mil/techinfo/UFC/UFC%203-260-01.pdf>

**Wall Planning Chart**

(Cited in para. F-2h(9)(c))

(Section II and subsequent text continued on next page.)

**Section II**

**Related Publications.**

**AR 95-3**

Obsolete publication - referenced only as such. (Cited in paragraphs F-2e, and F-4g(2)(h))

**FM 10-68**

Obsolete publication - referenced only as such. (Cited in paragraphs F-2e, and F-4g(2)(h))

**Section III**

**Prescribed Forms.** This Section contains no entries.

**Section IV**

**Referenced Forms**

**DA Form 285-AB-R**

U.S. Army Abbreviated Ground Accident Report (AGAR)

**DA Form 1352**

Army Aircraft Inventory, Status, and Flying Time

**DA Form 1352-1**

Daily Aircraft Status Record

**DA Form 1687**

Notice of Delegation of Authority – Receipt for Supplies

**DA Form 2026**

Oil Analysis Log

**DA Form 2028**

Recommended Changes to Publications and Blank Forms

**DA Form 2397-AB-R**

Abbreviated Aviation Accident Report (AAAR)

**DA Form 2407**

Maintenance Request

**DA Form 2408-4-1**

Weapon Record Data

**DA Form 2408-5**

Equipment Modification Record

**DA Form 2408-12**

Army Aviator's Flight Record

**DA Form 2408-13**

Aircraft Inspection and Maintenance Record

**DA Form 2408-13-1**

Aircraft Inspection and Maintenance Record

**DA Form 2408-14**

Uncorrected Fault Record

**DA Form 2408-14-1**

Uncorrected Fault Record

**DA Form 2408-15**

Historical Record for Aircraft

**DA Form 2408-16**

Aircraft Component Historical Record

**DA Form 2408-18**

Equipment Inspection List

**DA Form 2408-22**

Helmet and Oxygen Mask/Connector Inspection Record

**DA Form 2408-30**

NVG Inspection and Maintenance Record

**DA Form 2416**

Calibration Data

**DA Form 2696-R**

Operational Hazard Report (OHR)

**DA Form 3479**

Trainee/Controller Evaluation

**DA Form 3479-6-R**

ATC Facility and Personnel Status Report

**DA Form 3502-R**

Daily Report of Air Traffic Control Facility

**DA Form 3643**

Daily Issues of Petroleum Products

**DA Form 3644**

Monthly Abstracts of Issues of Petroleum Products and Operating Supplies

**DA Form 4186**

Medical Recommendation for Flying Duty

**DA Form 4676R**

Phased Maintenance Checklist

**DA Form 4755**

Employee Report of Alleged Unsafe or Unhealthful Working Conditions

**DA Form 7120-R-E**

Commander's Task List

**DA Form 7305-R**

Worksheet for Telephonic Notification of Aviation Accident

**DA Form 7306-R**

Worksheet for Telephonic Notification of Ground Accident

**DA Label 80**

U.S. Calibration System

**DD Form 175**

Military Flight Plan

**DD Form 175-1**

Flight Weather Briefing

**DD Form 365-4**

Weight and Balance Clearance Form F - Transport/Tactical

**DD Form 1556**

Request, Authorization, Agreement, Certification of Training and Reimbursement

**DD Form 1574**

Serviceable Tag Materiel

**DD Form 2272**

Department of Defense Safety and Occupational Health Program

**FAA Form 7233-1**

Flight Plan

**SF 368**

Product Quality Deficiency Report (PQDR)

**Section V**

**Websites Referenced (Other than Publications)**

<http://www.arng.army.mil>

Subject: ASAAPS Schedule. (Cited in para. 3-1)

<http://www.arng.army.mil>

Subject: ASAAPS Checklist. (Cited in para. 3-5f)

[http://www.osha.gov/pls/oshaweb/owadisp.show\\_document?p\\_table=NEWS\\_RELEASES&p\\_id=9810&p\\_text\\_version=FALSE](http://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=NEWS_RELEASES&p_id=9810&p_text_version=FALSE)

Subject: Substitution authority for exit routing, 29 CFR for NFPA 101. (Cited in para. F-12f(9))

(Appendix B and subsequent text continued on next page.)

**APPENDIX B****Army Performance Improvement Criteria (APIC) Measurement**

**B-1.** The APIC, the essence of which is discussed in AR 5-1 and AR 5-4, seeks to maximize the benefit from every event and endeavor undertaken by the Facility. While ASAAPS was not originally intended to be treated as a *scorecard* event, the Facilities that have embraced the voluntary program(s) described in AR 5-1 should be afforded the opportunity to realize a measurable result of the effort.

**B-2.** Use of this Appendix shall be for local facility purposes and benefit; in addition to being transmitted to NGB-AVS-SA for composition of the SPAR IAW NG CIR 385-95, Appendix B.

Section No./ App.	TITLE	Total No. of Applicable Questions <sup>(1)</sup>	Total Yes Responses	Percentage Yes <sup>(2)</sup> Responses
1	Airfield/Facility Data			
2	Flight Operations			
3	Weather			
4	Aviation Safety Management			
5	Petroleum, Oil and Lubricants (POL) Facilities and Operations			
6	Aviation Life Support Equipment (ALSE)			
7	Aviation Medicine			
8	Aircrew Training Program			
9	Aircraft Operations			
10	Maintenance			
11	Maintenance Test Pilot Program			
12	OSHA Requirements/Work Area Criteria			
G	RAID Checklist			
H	OSAA/OSACOM (Fixed Wing) Checklist			
I	Air Traffic Service (ATS) Checklist			
	<b>TOTAL</b>			

**NOTES:**

1. Accurately compute this number by subtracting the questions noted as *N/A* from the total number of questions in each/the Section. Also consider adjustments necessary when asking a reduced number of questions in each section/subsection.
2. Apply *Percentage of Yes Responses* as noted below.

A 70% score is normally considered a minimum <i>Army</i> standard.
A 80% score is normally considered a minimum <i>Army Aviation</i> standard.
A 85% score is considered the minimum threshold for a low-risk operations by certain FORSCOM-administered programs.
A 90% score is normally considered in the range of factors applicable to APIC, the <i>Malcolm Baldrige National Quality Standard</i> , and like hallmarks of excellence in Quality and Customer Service.

(Appendix C and subsequent text continued on next page.)

**APPENDIX C****Surveyed Facility Operational Analysis Worksheet**

This Appendix is to be completed by the Surveyed Facility (Team), and forwarded to the Surveying Team at least 15 working days prior to commencement of the survey. Information gleaned from this Appendix shall be used by the Surveying Team to prepare for the survey (by adjusting Team member composition, reviewing applicable references, etc.) in addition to any preparation required by the Surveyed Team (locating required records, ensuring key members of the Surveyed Team are available, all areas are readily accessible, etc.). The sharing of the information in this Appendix is intended to smooth the flow of information between teams, and maximize the benefit of the survey.

**C-1.** What is the assigned versus authorized strength of Commissioned Officers, Warrant Officers, Enlisted, and other personnel (for the surveyed Facility and its supported Units)?

	<b>No. Authorized</b>	<b>No. Assigned</b>	<b>% of Authorized</b>
<b>Facility (Total)</b>			
Commissioned Officers*			
Warrant Officers*			
Enlisted personnel*			
Technicians*			
Other (e.g., Contractors)*			
<b>Supported Units (Total)</b>			
Commissioned Officers			
Warrant Officers			
Enlisted personnel			

**Note:** Asterisked personnel shall be noted as reflected on the Manning Document/Table of Distribution and Allowances (TDA)/Modified Table of Organization and Equipment (MTOE) for the Facility (e.g., if the AASF Commander is indicated on the Manning Document as a GM-14, despite their collar/prerequisite rank of LTC, reflect the Commander as a Technician. Active Guard and Reserve [AGR] personnel are always indicated by their military rank, as indicated on the Manning Document/TDA/MTOE).

**C-2.** Identify personnel shortages that affect the Facility mission.

**C-3.** What percentage of assigned personnel is Military Occupational Specialty (MOS)-qualified (MOSQ)?

a. Are the TDA/MTOE-authorized Safety positions filled with qualified safety personnel, IAW AR 385-95, para. 1-4j(3)? If not, what steps have been taken to satisfy this requirement?

b. Does the ASO work directly for, and are they rated by, the Facility Commander, IAW AR 385-95?

**C-4.** What is the experience level (months/years total in service, and months/years in job), and of key personnel (such as, Facility Commander, Operations Officer, Maintenance Officer)?

**C-5.** List the following key personnel by numbers:

Instrument Examiners (IEs)	
Standardization Pilots (SPs)	
Instructor Pilots (IPs)	
Unit Trainers (UTs)	
Maintenance Test Pilots (MPs)	
Maintenance Examiners (MEs)	

**C-6.** List the number of Aviators and Aircrewmembers with more than five years experience or more than 1000 hours of flight time.

(Paragraph C-7 and subsequent text continued on next page.)



C-7. List all Aviators by Readiness Level (RL):

Consideration	No. RL	No. Assigned	% RL
RL 1			
RL 2			
RL 3			
Night Vision Goggle (NVG) Current (Other than Night Vision Device [NVD])			
NVD Current			

If applicable, also list Aircrewmembers by each category.

C-8. List the numbers of aircraft supported by Mission/Design/Series (M/D/S) (such as, "AH-64A = 20, UH-60L = 6, C-12R = 1"):

C-9. Has the Facility experienced a significant change in organizational structure, type of aircraft supported, or Operations Tempo (OPTEMPO)? If *Yes*, explain. (such as, "The main supported Unit exchanged their UH-1s for UH-60s four months ago." or, "Forest fires in the state have mandated Emergency State Active Duty for most of the supported Unit's pilots and all of the Facility's IPs since 6 July.")

C-10. What were the actual flying hours of the Facility (may be broken down to supported unit) compared to the authorized flying hour program over the past year?

Hours	Requested	Authorized	Actual Flown	% of Authorized
Facility				
Supported Unit(s)				

Add additional rows as necessary for each supported unit (if supplying such numbers).

C-11. How many aircraft mishaps, as reported on DA Forms 2397-AB-R (Abbreviated Aviation Accident Report [AAAR]) have occurred in the preceding 12 month period, by category?

Class	A	B	C	D	E	F
Number						

Reference AR 385-40 (Accident Reporting and Records), and DA Pam 385-40 (Army Accident Investigation and Reporting).

C-12. How many ground accidents, as reported on DA Forms 285-AB-R (U.S. Army Abbreviated Ground Accident Report [AGAR]), have occurred in the preceding 12-month period?

Class	A	B	C	D	E
Number					

Reference AR 385-40 and DA Pam 385-40. For Class E ground mishaps, these should include State/Territory-prescribed forms upon which mishaps costing less than \$2,000.00 are captured.

C-13. How many DA Forms 2696-R (Operational Hazard Report [OHR]), have been processed by the Facility in the preceding 12-month period? Were the OHRs processed expeditiously (as required by AR 385-95 and AR 385-10 [The Army Safety Program])?

C-14. Are any observations/deficiencies noted (see question C-13 above) the result of inadequate, un-requested funding (reference NGR 385-10)?

C-15. Are available funds (such as AMSCO 519892.HI [Safety], Class III [POL], and Class IX [Repair Parts]) properly managed?

C-16. What percentage of each Appendix F section in the ASAAPS Checklist shall be asked/answered (reference para. 3-5d of this document)?

**APPENDIX D**  
**Entrance Briefing Format**

**D-1.** Have Surveyed Facility give a briefing to include:

- a. Mission.
- b. Organization.
- c. Strength.
- d. Significant Events.
- e. Challenges.

**D-2.** (Surveying) Team Chief Briefing.

- a. Introduction.
- b. Purpose of Survey visit.
  - (1) Collect and share information.
  - (2) Provide staff assistance.
  - (3) Identify areas requiring additional emphasis.
- c. Explain conduct of Survey.
  - (1) Use of checklist(s), to include percentage of Appendix F sections of the ASAAPS Checklist, to be asked/answered.
  - (2) Findings.
    - (a) Observations.
    - (b) Opportunities for Improvement (OIs).
  - (3) Rating – **NO** rating is given by the Surveying Team. They surveyed Facility may use Appendix B of this document for local-use-only self-ratings.
  - (4) Exit Briefing.
    - (a) Establish time and place.
    - (b) Introduce Team members.

**D-3.** Go to work.

(Appendix E and subsequent text continued on next page.)

**APPENDIX E****Conducting an Aviation Support Activity Accident Prevention Survey (ASAAPS)**

**E-1.** Dress in Class C uniform (that is, Nomex® flight suits for aircrewmembers, or fatigues) for military personnel; or appropriate civilian attire for civilian personnel, during the Survey.

**E-2.** ASAAPS Surveying Teams may vary in their membership, and the Surveying Team Chief shall determine which team member(s) perform/apply their respective sections of the ASAAPS Checklist(s). The various sections in Appendix F of this regulation are typically surveyed by the following corresponding Surveying Team members:

<b>ASAAPS Appendix F Section</b>	<b>Surveying Team Member Discipline</b>
Airfield/Facility Data	Operations*/Safety
Operations	Operations/Flight Operations
Weather	Weather/Flight Operations
Aviation Safety Management	ASO*
POL Facilities and Operations	POL
ALSE	ALSE*
Aviation Medicine	Flight Surgeon
Aircrew Training Program	Training*/Operations
Aircraft Operations	Operations/Training
Maintenance	Maintenance*
Maintenance Test Pilot Program	MP/Maintenance/Operations
Occupational Safety and Health Administration (OSHA) Requirements/Work Area Criteria	Safety/Industrial Hygiene (IH)/Occupational Health (OH)

\*Recommended minimum functional ASAAPS Team members. SAAOs shall determine maximum Team size based on funds available. In no event should the number of Surveying Team members exceed 12 persons.

**E-3.** Positive attitude by all Team members is required to make these surveys successful.

**E-4.** Take the time necessary. Although Appendix K of this Checklist cites in example a three-day survey, there is no minimum or maximum time implied for conduct of the survey.

**E-5.** Burden of proof is on the Survey(ing) Team.

**E-6.** No conflicts, resolve any problems quietly and professionally.

**E-7.** Be specific in your write-ups and no general statements relating to OIs.

**E-8.** When an OI is surfaced:

- a. Discuss the write-up.
- b. If available, point out the requirement in the appropriate publication.
- c. Write-up item with appropriate reference.
- d. If corrected on the spot, indicate at the end of the write-up.
- e. There is no quota on write-ups.
- f. If no write-ups are noted, so indicate.
- g. If an individual should be recognized for outstanding performance, state so.
- h. Don't let opinions become an issue during the survey.

- i. Each Team member is responsible for their write-ups (accuracy, etc.).

**E-9.** Make copies of your write-ups for distribution as follows:

- a. Each Team member: Provide a copy to your host (the Surveyed Team) counterpart.
- b. Provide a copy of the write-ups to the Survey Team Chief for consolidation.

**E-10.** Resolve any conflicts at the lowest possible level, and let there be no surprises at the Exit Brief. Team Chief will resolve any conflicts that cannot be resolved by the individual Team member(s).

**E-11.** A critique, written in memorandum format and beyond the scope of information provided in the report format shown in Appendix K of this Checklist, may be provided to the Commander of the surveyed organization, to be completed and forwarded to Chief, NGB, ATTN: NGB-AVS-SA (ASAAPS), 111 South George Mason Drive, Arlington, VA 22204-1382.

(Appendix F and subsequent text continued on next page.)

## APPENDIX F

### ASAAPS Checklist

This appendix contains 716 questions in 12 sections. When used as an ASAAPS, no fewer than 25 percent (195 questions, en toto, reflecting rounding to the next whole number of questions in each section/subsection) of the applicable questions in this appendix shall be asked/answered. Reference the preamble of each section of this appendix for numbers of questions and minima.

#### F-1. Section 1: Airfield/Facility Data.

This section contains 32 questions. When used as an ASAAPS, no fewer than 25 percent (eight) of the applicable questions in this section shall be asked/answered.

<b>F-1a. (ICP question AS.01.1) Is the construction (length, width, overrun) and condition of runways adequate for stationed and/or transient aircraft to ensure maximum practical safety and mission accomplishment?</b>									
Discussion: Consider organic aircraft, and any differences required in aircraft reasonably expected to visit the facility. Also reference Field Manual (FM) 5-430-00-2 (Planning and Design of Roads, Airfields, and Heliports in the Theater of Operations - Airfield and Heliport Design).									
Reference/Authority: Unified Facilities Criteria (UFC) 3-260-01 (Airfield and Heliport Planning and Design), tables 3.2 and 4.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1b. (ICP question AS.01.2) Do clear zones provide room for aborted takeoffs from?</b>									
Discussion: Also consider the usefulness of these zones – not simply their existence. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, para. 3.11 and table 4.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1c. (ICP question AS.01.3) Has helicopter traffic flow been conflicted with noise sensitive facilities/areas?</b>									
Discussion: This consideration may warrant revisiting periodically, based upon changes in housing developments, livestock farms, changes to Sectional/Terminal charts in designation of types of airspace, etc. Also reference FM 5-430-00-2, and Federal Aviation Administration (FAA) Advisory Circular (AC) 91-66 (Noise Abatement for Helicopters).									
Reference/Authority: UFC 3-260-01, para. 2.4.4.1.2 and Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1d. (ICP question AS.01.4) Are the types/sizes, strength, surface, and condition of taxiways and shoulders suitable?</b>									
Discussion: Suitable for organic and visiting aircraft. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1e. (ICP question AS.01.5) Do taxiways have sufficient obstacle clearance?</b>									
Discussion: Both vertical and horizontal spacing requirements. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1f. (ICP question AS.01.6) Are hover and taxi areas surfaced (sodded/paved) to eliminate blowing dust problems?</b>									
Discussion: Also consider snow, loose grass and other related hazards. Also reference TM 5-830-3 (Dust Control for Roads, Airfield, and Adjacent Areas); FM 5-430-00-2; AC 150/5200-18B (Airport Safety Self-Inspection); and AC 150/5380-5B (Debris Hazards at Civil Airports).									
Reference/Authority: UFC 3-260-01, Chapters 4 and 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1g. (ICP question AS.01.7) Are aprons suitable for aircraft using the facility?</b>									
Discussion: Marking, spacing and identification criteria differ to aprons than for ramps or taxiways. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, para. 6.7.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1h. (ICP question AS.01.8) Are adequate parking areas provided?</b>									
Discussion: Both in numbers and quality of the areas. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, para. 6.7.4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1h(1). (ICP question AS.01.8.1) Are adequate tiedown spaces available, properly spaced, and marked in the parking areas?</b>									
Discussion: Also consider mooring points, wing spans, and grounding capabilities. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, paragraph 6.7; Technical Manual (TM) 1-1500-250-23 (Aviation Unit and Aviation Intermediate Maintenance for General Tie-down and Mooring on all Series Army Models AH-64 UH-60 CH-47 UH-1 AH-1 OH-58 Helicopters), Chapter 2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1h(2). (ICP question AS.01.8.2) Are serviceable mooring devices (such as, chains, tensioning devices) available in sufficient quantities to secure all aircraft?</b>									
Discussion: Reference the noted TM, and other like publications for numbers necessary. Some transient aircraft may require elaborate mooring devices beyond those applied to organic aircraft.									
Reference/Authority: TM 1-1500-250-23, page 2-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-1h(3). (ICP question AS.01.8.3) Are clean fuel sample bottles available for use on the flightline?</b>									
Discussion: A mechanism should be provided to dispense with the previous sample taken (a drum container of some sort), and a clean towel to wipe out the sample jar and/or a system of periodically cleaning/replacing/servicing the jars. Also reference FM 1-300 (Flight Operations Procedures), Chapter 4.									
Reference/Authority: FM 3-04.500 (Army Aviation Maintenance), page E-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1h(4). (ICP question AS.01.8.4) Are waste fuel/oil and Foreign Object Debris/Damage (FOD) disposal points available in close proximity to the flight line?</b>									
Discussion: This may include a continuous plan to service these points.									
Reference/Authority: FM 3-04.500, page E-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1h(5). (ICP question AS.01.8.5) Are aircraft not in hangars properly moored after the last flight of the day regardless of weather forecast?</b>									
Discussion: Chains applied and tensioned. Consider jet, rotor or prop blast of passing aircraft, in addition to weather phenomena such as microbursts.									
Reference/Authority: TM 1-1500-250-23, para. 1-6d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1i. (ICP question AS.01.9) Is a grounding point log available and maintained for permanent and semi-permanent airfield aircraft parking area grounding points to identify each rod, date ohm tested and the electrical resistance to others?</b>									
Discussion: This may be a stand-alone log, an annotated diagram plot, or a combination of the two. Also reference TM 5-682 (Facilities Engineering Electrical Facilities Safety).									
Reference/Authority: TM 1-1500-204-23-1 (Aviation Unit Maintenance [AVUM] and Aviation Intermediate Maintenance [AVIM] Manual for General Aircraft Maintenance [General Maintenance and Practices]) Volume 1, para. 2-6f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1j. (ICP question AS.01.10) Is adequate space provided for hover lanes and taxi lanes on the ramp?</b>									
Discussion: As with apron space, consider width and span of organic and visiting aircraft, in addition to maneuver room required and the ability of given aircraft to approach the same space from required angles (due to wind conditions, etc.) and back up, if necessary. Also reference FM 5-430-00-2, and AC 150/5200-18B.									
Reference/Authority: UFC 3-260-01, para. 6.7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

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**F-1k. (ICP question AS.01.11) Is there adequate drainage and adequate grading?**

Discussion: This consideration leads to several environmental issues, in addition to the more ordinary consideration of pooling water which may form ice or decompose asphalt or concrete. Also reference TM 5-820-3 (Drainage and Erosion Control Structures for Airfields and Heliports), FM 5-430-00-2, and AC 150/5200-18B.

Reference/Authority: UFC 3-260-01, Chapters 5 and 6; TM 5-820-1 (Surface Drainage Facilities for Airfields and Heliports), para. 3.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-1l. (ICP question AS.01.12) Are trained personnel and adequate equipment available for short notice snow and ice removal?**

Discussion: This training should be documented using a Program of Instruction (POI)/Lesson Plan/Briefing outline and accompanying attendance roster. Primary and alternate personnel should be available for all equipment, and additional licensure or qualifications considered when adding pieces of equipment (such as a plow blade) to a wheeled vehicle. Also reference AC 91-6A (Water, Slush, and Snow on the Runway), AC 150/5200-30A (Airport Winter Safety and Operations), AC 135-16 (Ground Deicing & Anti-icing Training & Checking), AC 135-17 (Pilot Guide - Small Aircraft Ground Deicing [pocket]), and AC 120-60 (Ground Deicing and Anti-Icing Program).

Reference/Authority: AR 95-2 (Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids), Appendix D, para. 6a; 14 CFR Federal Aviation Regulation (FAR) (Part) 139, (Certification and Operations: Land Airports Serving Certain Air Carriers), (subparagraph 313).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-1m. (ICP question AS.01.13) Are grass areas adjacent to runways, taxiways, and parking areas kept properly mowed?**

Discussion: Reducing FOD and fire hazards, bird strike potential, and rodent infestations of nearby buildings and parked aircraft. The term *properly* is subjective, but several mowings may be necessary in a given season. Also consider vegetative cover for dust control, as discussed in TM 5-830-3, para. 3-2b(1). Also reference AC 150/5380-5B, and AC 150/5200-18B.

Reference/Authority: 29 CFR 1910.176(c).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-1n. (ICP question AS.01.14) Are runway and taxiway centerlines and/or touchdown points painted or otherwise marked and clearly visible?**

Discussion: These markings should consider coverage by snow or rain, hours of darkness and reduced visibility, and compliance with local airport authority requirements, as applicable. Also reference FM 5-430-00-2, TM 5-811-5 (Army Aviation Lighting), and TM 5-823-4 (Marking of Army Airfield-Heliport Operational and Maintenance Facilities).

Reference/Authority: UFC 3-260-01, Chapters 4 and 5.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:



<b>F-1o. (ICP question AS.01.15) Are obstructions and locations of hazardous conditions adequately identified by appropriate marking and lighting?</b>									
Discussion: Not only obstruction marking with lights or other conspicuous means, but consider the process of plotting these hazards on the Facility Hazards Map. Also reference TM 5-811-5, and FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, Chapters 4 through 6; AR 95-2, Appendix D, para. 13a; TM 5-823-4, Chapters 5 and 7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1p. (ICP question AS.01.16) Are lighted wind indicators available (and operational) on airfield and heliports?</b>									
Discussion: Consider the age and adequacy of windsocks (for some Facilities more prone to wind, an eight- or 15-knot windsock may be inadequate and/or require replacement too frequently. Lighting should be able to penetrate any anticipated ground cover to light the wind indicator, and lighting be of sufficient intensity to be seen to be of use to an aircrew. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, Chapter 2; AR 95-2, Appendix D, paragraphs 9a and 9b; TM 5-811-5, para. 7-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1q. (ICP question AS.01.17) Are frequent (periodic/monthly) inspections accomplished and recorded to ensure all runway and taxiway lights are operational?</b>									
Discussion: Some Facilities utilize their Security service to make these checks on a nightly basis. Others utilize the runway obstruction checks performed by an airport authority. Also reference TM 5-811-5, and AC 150/5200-18B.									
Reference/Authority: AR 95-2, Appendix D.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1r. (ICP question AS.01.18) Are runways, taxiways and ramp areas inspected regularly for FOD?</b>									
Discussion: Not only debris, but the potential sources of debris such as acute bird activity, construction crews, etc. Also reference AC 150/5380-5B, and 150/5200-18B.									
Reference/Authority: AR 95-2, Appendix D; AR 385-95, para. 2-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1s. (ICP question AS.01.19) Is a mechanical ramp sweeper available?</b>									
Discussion: Include the functionality and adequacy of the sweeper, in addition to its usability through trained and licensed operators. Also reference AC 150/5380-5B.									
Reference/Authority: AR 95-2, Appendix D; AR 385-95, para. 2-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1t. (ICP question AS.01.20) Is a snow removal plan in place for runways, taxiways and ramp areas for locations where appropriate?</b>									
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Discussion: Also reference question F-11 (above). This plan should detail which individual is to perform which duty with which piece of equipment, in which areas; in addition to thresholds for activation of the plan. Also reference AC 91-6A, and AC 150/5200-30A.									
Reference/Authority: AR 95-2, Appendix D, para. 6a; FAR 139.313.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1u. (ICP question AS.01.21) Is an adequate aircraft washing apron available for each aircraft maintenance hangar?</b>									
Discussion: Consider all requirements for the washing apron – including electrical, drainage, usability of the water required (hose lengths, pressure, etc.), and size of the apron based upon expected usage. Also reference FM 5-430-00-2, and TM 5-814-9 (Central Vehicle Wash Facilities).									
Reference/Authority: UFC 3-260-01, para. 6.14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1v. (ICP question AS.01.22) Is an area provided for aircraft compass swinging?</b>									
Discussion: Include considerations for marking of the area based upon all requirements for its use. Also reference FM 5-430-00-2.									
Reference/Authority: UFC 3-260-01, para. 6.11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1w. (ICP question AS.01.23) Is vegetation controlled in and around outside storage areas? Are weeds controlled to a suitable height to prevent fire or rodent infestation hazards?</b>									
Discussion: Controlled to a suitable height to prevent fire or rodent infestation hazards. <i>Storage areas</i> could imply virtually anywhere around a facility. Also reference AC 150/5380-5B, AC 150/5200-18B, and TM 5-629 (Weed Control and Plant Growth Regulation).									
Reference/Authority: 29 CFR 1910.176(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1x. (ICP question AS.01.24) Is a plan in place to perform Security Lighting Inspections?</b>									
Discussion: As mentioned earlier, this plan may utilize the services of Security personnel and the reports they generate. However, the link should be established between the source of an observation and the source of the remedy for any lighting discrepancies. Aircraft that have Category I or II ammunition and explosives on board are of particular concern. Also reference AR 190-11 (Physical Security of Arms, Ammunition, and Explosives), para. 5-4a(4); FM 3-19.30 (Physical Security), Chapter 6, and AC 107-1 (Aviation Security - Airports).									
Reference/Authority: AR 95-2, Appendix D, para. 15b; UFC 3-260-01, para. 2.9.5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1y. (ICP question AS.01.25) Are adequate fire extinguishers provided in parking and refueling areas?</b>									
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Discussion: One 50-lb. BC, dry chem or equivalent per three UH-60/AH-64/C-12. One 125-lb. BC, dry chem or equivalent per three CH-47 or equivalent. One 125-lb. BC, dry chem or equivalent per three C-12J, C-20, C-23 A&B, C-26 or similar. Also reference FM 5-415 (Fire-Fighting Operations). All of this criteria must be balanced against the NFPA 10 (Standard for Portable Fire Extinguishers), Table 3-3.1 criteria, for 30-50 foot distances, depending on the extinguisher rating and the type of hazard.									
Reference/Authority: AR 420-90 (Fire and Emergency Services), para. 7-8; NFPA 10, Table 3-3.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1y(1). (ICP question AS.01.25.1) Are they inspected regularly to ensure proper operation?</b>									
Discussion: Different types and sizes of extinguishers require different inspections and inspection intervals.									
Reference/Authority: AR 420-90, para. 4-2; TM 5-315 (Firefighting and Rescue Procedures in Theaters of Operations), Section IV.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-1z. (ICP question AS.01.26) Are <i>NO SMOKING</i> signs prominently displayed around aircraft parking ramps and hangars?</b>									
Discussion: Consider visibility of these signs from expected approach angles, in addition to any possible blowing obstacle hazards the signs themselves may pose if inadequately mounted. Also reference FM 1-300, Chapter 4.									
Reference/Authority: FM 10-67-1 (Concepts and Equipment of Petroleum Operations), table 2-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 2 and subsequent text continued on next page.)

**F-2. Section 2: Operations.**

This section contains 113 questions. When used as an ASAAPS, no fewer than 25 percent (29) of the applicable questions in this section shall be asked/answered.

<b>F-2a. (ICP question AS.02.1) Are applicable staff members and first level supervisors assigned specific accident prevention and safety responsibilities?</b>									
Discussion: These responsibilities range to all staff (and special staff) officers. These assignments should not be made in a vacuum, and assignment of these responsibilities should be clearly delineated in the SOP, in addition to being reflected on an Officer Evaluation Report (OER)/Non-Commissioned Officer Evaluation Report (NCOER)/Civilian (Technician) Performance Appraisal.									
Reference/Authority: AR 385-95, paragraphs 1-5 and 1-6a(10).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2a(1). (ICP question AS.02.1.1) Are written orders published for those responsibilities?</b>									
Discussion: These orders should be a constant source of attention and clearly delineate the job being assigned and the publication that describes how that duty is accomplished.									
Reference/Authority: AR 385-95, para. 1-6a(10).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2a(2). (ICP question AS.02.1.2) Have delegated staff members or first level supervisors received appropriate training for their areas of responsibility?</b>									
Discussion: This training is best evidenced with a POI/Lesson Plan/Briefing outline and accompanying attendance roster.									
Reference/Authority: AR 385-95, para. 1-6; 29 CFR 1910.55 (Training of Supervisors).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b. (ICP question AS.02.2) Has an SOP been developed for all Facility functional areas and for all aviation operations executed in the command?</b>									
Discussion: The regulation also states that the systematic risk management process should be integrated in all facility operational procedures, and command-approved risk-control options should be integrated in to the SOP as task performance standards. Note the breakdown of subject areas covered in the following questions. A <i>Yes</i> response to this question would indicate that all of the <i>applicable</i> subset questions are answered yes. While the SOP <i>should</i> address each subset, the coverage may be limited to a “one-liner” that simply states the function is not performed by this organization (such as, “Rappelling Operations are not performed by this AASF.”). A <i>N/A</i> response to any of the subset questions may be acceptable, based upon the AR 385-95, para. 3-3 text, “At a minimum, the following subjects will be addressed in the SOP <i>if they are applicable</i> to the unit mission.”									
Reference/Authority: AR 385-95, paragraphs 1-6a(4) and 3-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(1). (ICP question AS.02.2.1) Terrain flight hazard avoidance?</b>									
Discussion: Different Facilities/activities will require different considerations. For instance, a fixed-wing									

operation will require diligent wire hazard plotting in the vicinity of anticipated landing sites, while those with rotary wing activity require a more global effort. Marked and unmarked hazards should be considered, and a link established between the source of the information and other users (that is, how does a Pilot who discovered a new microwave tower convey their finding to other Pilots flying during subsequent flight periods?). Also consider bird strike hazards, blowing dust and snow, etc. Also reference Air Force Pam (AFPAM) 91-212 (Bird Aircraft Strike Hazard [BASH] Management Techniques), and AC 90-48C (Pilots' Role in Collision Avoidance).									
Reference/Authority: AR 385-95, para. 3-3a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(1)(a).</b> (ICP question AS.02.2.1.1) <b>Does the SOP contain guidance for terrain flight operations to include wire hazard avoidance?</b>									
Discussion: While the mechanics of terrain flight hazard avoidance were discussed in question F-2a(1) above, this question deals more with the methods of operation in the terrain flight environment.									
Reference/Authority: AR 385-95, paragraphs 1-6 and 3-3a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(2).</b> (ICP question AS.02.2.2) <b>Instrument flight and inadvertent Instrument Meteorological Conditions (IMC) procedures?</b>									
Discussion: AR 95-1 (Flight Regulations), covers the instrument planning process in depth. This question deals more with the application of this regulation to the local environment (such as, how/where does a Pilot file an Instrument Flight Rules [IFR] Flight Plan) and what actions beyond "Attitude-Heading-Torque-Airspeed" are required in the Area of Operation (AO).									
Reference/Authority: AR 385-95, para. 3-3b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(3).</b> (ICP question AS.02.2.3) <b>Passenger- and troop-carrying operations?</b>									
Discussion: Consider all expected missions – from troops to dignitaries – including discussion of landing in rare places for the pickup of each type of passenger. Some dignitaries will require seat belt extensions or other considerations. Also applicable to the SOP are the requirements of 29 CFR 1910.183(p): "The employer (read: PC, Commander, etc.) shall instruct employees, and shall ensure, that whenever approaching or leaving a helicopter which has its blades rotating, all employees shall remain in full view of the Pilot and keep in a crouched position." While attack aircraft do not ordinarily operate with other than a qualified PC and PI, provisions should be made in the SOP for (albeit rare) dignitary flights (e.g., a State Adjutant General, or Governor). Also reference AC 91-32B (Safety In and Around Helicopters), and AC 121-24B (Passenger Safety Information Briefing and Briefing Cards).									
Reference/Authority: AR 385-95, para. 3-3c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(4).</b> (ICP question AS.02.2.4) <b>External and internal cargo operations?</b>									
Discussion: Include the securing of expected cargo and specialized applications such as Bambi-bucket operations. Also reference FM 10-450-3 (Multiservice Helicopter Sling Load: Basic Operations and Equipment), and AC 133-1A (Rotorcraft External-Load Operations in Accordance with FAR Part 133).									

Reference/Authority: AR 385-95, para. 3-3d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2b(4)(a).** (ICP question AS.02.2.4.1) **When transporting and dispensing incapacitating or toxic chemicals, does the SOP require (that):**

<b>F-2b(4)(a)i.</b> (ICP question AS.02.2.4.1.1) <b>Appropriate protective masks/respirators (be) available to the crew?</b>									
Discussion: These masks should be compatible with the mission (such as, NVG) and have the correct filters installed, based upon the agent being carried. Also reference AC 121-27 (Guide for Air Carriers, Freight Forwarders, and Shippers in Obtaining Information Dealing with the Transportation of Hazardous Materials by Air). Fixed wing crews should consider all cargo being carried, and reference the Material Safety Data Sheet (MSDS) to determine protection required.									
Reference/Authority: AR 95-1, para. 8-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(4)(a)ii.</b> (ICP question AS.02.2.4.1.2) <b>A mask be worn by either the Pilot or Copilot when fuzed items are transported?</b>									
Discussion: Environmental Relative Factors should be considered in the planning phase for such flights for operations in other-than Mission Oriented Protective Posture (MOPP)-0. Also reference AC 121-27.									
Reference/Authority: AR 95-1, para. 8-10a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(4)(a)iii.</b> (ICP question AS.02.2.4.1.3) <b>A mask be worn by all crewmembers during dispensing?</b>									
Discussion: Functional checks should be performed prior to dispensing.									
Reference/Authority: AR 95-1, para. 8-10c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(4)(b).</b> (ICP question AS.02.2.4.2) <b>Are Sling Load Inspectors properly certified?</b>									
Discussion: Verify evidence of this certification.									
Reference/Authority: FM 10-450-3, Appendix I, para. 1-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(5).</b> (ICP question AS.02.2.5) <b>Gunnery operations?</b>									
Discussion: Including all forms of live fire and any interface required with Joint Services. Also reference FM 3-04.140 (Helicopter Gunnery).									
Reference/Authority: AR 385-95, para. 3-3e.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(5)(a). (ICP question AS.02.2.5.1) The handling of ammunition/explosives/weapons?</b>									
Discussion: This isn't limited to armed aircraft. Consider maintainers handling fire bottle squibs, small-arms firing; jettison cartridges; and even survival kit and vest flares.									
Reference/Authority: AR 385-95, para. 2-13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(6). (ICP question AS.02.2.6) Night operations?</b>									
Discussion: Both aided and unaided, lighting requirements, special coordination required for airspace, blackout operations, etc.									
Reference/Authority: AR 385-95, para. 3-3f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(7). (ICP question AS.02.2.7) Use and maintenance of NVDs?</b>									
Discussion: Including considerations of environmental relative factors, qualifications for Maintainers, special tools required, etc. Also reference Aviation Safety Action Message (ASAM) GEN-01-ASAM-03.									
Reference/Authority: AR 385-95, para. 3-3g.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(8). (ICP question AS.02.2.8) Operations in a tactical environment?</b>									
Discussion: For a Facility, this discussion may be limited to how the Facility supports a Unit, or how it participates in, or supports, exercises.									
Reference/Authority: AR 385-95, para. 3-3h.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(9). (ICP question AS.02.2.9) Parachute operations?</b>									
Discussion: As discussed earlier, even though the facility may not perform this function, it must at least address it from that perspective. Stringent controls in this challenging operational mode should be emplaced.									
Reference/Authority: AR 385-95, para. 3-3i.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(10). (ICP question AS.02.2.10) Infiltration/exfiltration techniques (e.g., rappelling, Fast Rope Insertion/Extraction System [FRIES], Special Purpose Insertion/Extraction System [SPIES])?</b>									
Discussion: Including qualifications of crews involved, limitations of operations, etc.									
Reference/Authority: AR 385-95, para. 3-3j.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(11). (ICP question AS.02.2.11) Multi-aircraft operations?</b>									
Discussion: This should include discussion of formation flying, and any special briefing criteria. Also reference AC 90-48C.									
Reference/Authority: AR 385-95, para. 3-3k.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(12). (ICP question AS.02.2.12) Pre-Accident plans and spill-contingency planning?</b>									
Discussion: Also reference AC 150/5200-31A (Airport Emergency Plan), and AR 420-90. Pre-accident plans must include provisions for Ground vehicle accidents (such as wheeled vehicle, or medical emergencies – such as heart attacks or trauma).									
Reference/Authority: FM 10-67-1, Table 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(13). (ICP question AS.02.2.13) Is the requirement to brief all passengers and crewmembers on at least the following items that may affect safety or mission completion written in the Facility SOP: Emergency exits, life support systems and equipment, emergency and abandon aircraft signals, survival equipment, and special instructions?</b>									
Discussion: Also reference AC 91-32B, and AC 121-24B.									
Reference/Authority: FM 1-400 (Aviator's Handbook), Appendix D.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(14). (ICP question AS.02.2.14) Aircraft Survivability Equipment (ASE) use and maintenance?</b>									
Discussion: Including maintenance precautions, criteria for covering and safeguarding the equipment, user-specific criteria, and the provision for the conveyance of any sensitive information.									
Reference/Authority: AR 385-95, para. 3-3n.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(15). (ICP question AS.02.2.15) FOD prevention?</b>									
Discussion: Appendix C-2 in AR 385-95 (a sample FOD SOP) has been wholly incorporated into NG CIR 385-95. As such, only unique FOD considerations beyond this standardized (ARNG-wide) FOD prevention program need be delineated. Also reference AC 150/5380-5B.									
Reference/Authority: NG CIR 385-95, para. 5-4; AR 385-95, para. 3-3o.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(16). (ICP question AS.02.2.16) Responsibilities of aircrews when involved in an accident?</b>									
Discussion: This section should link to the portions of the SOP that deal with pathology (i.e., how samples are processed), and the administrative requirements for ensuring such services are paid for. The Facility Pre-Accident plan may be similar to a unit version, in that procedures should be established for both “at the									



Facility” activity, and other occasions (such as, accidents during a ferry flight or deployment for an exercise under the auspices of a Facility mission).									
Reference/Authority: AR 385-95, para. 3-3p.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(17).</b> (ICP question AS.02.2.17) <b>Aviation mission risk-management process?</b>									
Discussion: Also reference FM 100-14 (Risk Management), and FM 3-100.12 (Risk Management), for responsibilities of all levels of Command, to include the individual. This section should not be limited to <i>flight</i> operations.									
Reference/Authority: AR 385-95, para. 3-3u.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(18).</b> (ICP question AS.02.2.18) <b>Does the Facility have procedures established to ensure adequate supervision of Additional Flight Training Program (AFTP)?</b>									
Discussion: Including contingencies for all hours of operation and types of operations to be performed. This should include a discussion of Risk Assessment/Mission Briefing authorities.									
Reference/Authority: NGR 95-210, Chapter 4.									
<b>Note:</b> NGR 95-210, dated 1 July 1991, is <u>the only officially and legally published version</u> of this document. The "Final Coordinating Draft" version of this document circulated under Standardization Training Message (STM) 99-04, that is represented to supersede the 1 July 1991 version, is contrary to NGR 25-1 (All States Memorandums), para. 2-1a, and places the MACOM in an awkward and vulnerable position in terms of regulatory liability. Further, DA Pam 25-40, para. 3-1b prohibits the implementation of "Draft" documents. Users of this(ese) document(s) must exercise caution in executing any guidance that is not based on the 1 July 1991 version of NGR 95-210, until it is legally and officially superseded. This process entails a consensus of the affected States/Territories; the concurrence of the C, NGB-AVS; review/approval by the NGB-JA(G) and Policy offices; and publication/cataloguing by the NGB Services Division.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(19).</b> (ICP question AS.02.2.19) <b>Command-and-control procedures with the ground commander?</b>									
Discussion: This subject dealing with Fratricide Prevention should not be limited to air-to-ground, but should include air-to-air and ground-to-air considerations. Also reference FM 3-04.140.									
Reference/Authority: AR 385-95, para. 3-3v.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(20).</b> (ICP question AS.02.2.20) <b>Fatigue/rest-management procedures?</b>									
Discussion: This subject should not be limited to only aircrewmembers – consider the Mechanic, Refueler, Flight Operations Technician, etc. Also reference AR 95-1, Table 3-1.									
Reference/Authority: NG CIR 385-95, para. 4-8b; AR 385-95, para. 3-3w.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(21). (ICP question AS.02.2.21) Extreme environmental operations (e.g., blowing snow, desert, over-water)?</b>									
Discussion: Including unique criteria based upon equipment, material involved, etc. Also reference FM 1-202 (Environmental Flight).									
Reference/Authority: AR 385-95, para. 3-3x.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(22). (ICP question AS.02.2.22) Protection of aircraft from severe weather and environmental hazards?</b>									
Discussion: In the Operations Section of this Checklist, a question deals with a Severe Weather reaction plan. Although similar, these questions are asking about slightly different criteria.									
Reference/Authority: AR 385-95, para. 3-3y.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(23). (ICP question AS.02.2.23) Contractor flight operations?</b>									
Discussion: Specific controls shall be emplaced for all facets of Contractor flight operations, if they are applicable. Also reference AR 95-20 (Contractor's Flight and Ground Operations).									
Reference/Authority: AR 385-95, para. 3-3z.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(24). (ICP question AS.02.2.24) Special/unique operations not covered by existing written procedures (such as, external refuel systems)?</b>									
Discussion: Additional considerations may include joint service operations, Facility disaster response plans and the interfaces with community agencies, etc.									
Reference/Authority: AR 385-95, para. 3-3aa.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(25). (ICP question AS.02.2.25) Does the (Facility) SOP require that spills be promptly and properly cleaned up?</b>									
Discussion: The word <i>promptly</i> physically appears in text, which would preclude a passerby from ignoring a spill.									
Reference/Authority: 29 CFR 1910.106(e)(9).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(26). (ICP question AS.02.2.26) Does the Facility have a published Emergency Action Plan, and Fire Prevention Plan?</b>									
Discussion: Either two plans, or a single combined plan, are satisfactory. AR 420-90 reinforces the concept of two separate plans, however. The requirement for the <i>Emergency Action Plan</i> deals with actions in the event of an earthquake, explosion, or other non-fire-specific situation. Also, the "emergency action plan" must also include provisions for ground accidents, including medical emergencies (such as									

trauma or heart attacks), and ground vehicle accidents. Also reference AC 150/5200-31A, and FM 5-415.									
Reference/Authority: 29 CFR 1910.38; AR 420-90, para. 6-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(27). (ICP question AS.02.2.27) Has the Facility established a Drivers training/education program?</b>									
Discussion: This is a key program to be monitored by the ASO. Also reference AR 385-55 (Prevention of Motor Vehicle Accidents).									
Reference/Authority: AR 600-55 (The Army Driver and Operator Standardization Program [Selection, Training, Testing, and Licensing]), para. 2.1b; AR 385-95, para. 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2b(27)(a). (ICP question AS.02.2.27.1) If the Facility does not manage this program, are procedures established to obtain Drivers training/education from other sources?</b>									
Discussion: If the Facility does not manage its own Drivers Training program, an Memorandum of Understanding/Memorandum of Agreement (MOU/MOA) should be available as evidence that an Organizational Maintenance Shop (OMS)/Combined Services Maintenance Shop (CSMS) or like-organization provides this service. The ability to seek these services outside an organization (such as developing a relationship between an AASF and an OMS) is a liberal interpretation of this paragraph, and an accepted practice.									
Reference/Authority: AR 600-55, para. 1-4g(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c. (ICP question AS.02.3) Does the Facility have a current pre-accident plan tailored to local needs?</b>									
Discussion: Reference the following sub-questions for details of the Plan. Many Flight Operations sections sheave and tab the Pre-Accident Plan for increased usability. The Plan must also address ground accidents, and activity during deployments (consider aircraft on Ferry missions and supported units in the field). Also reference AC 150/5200-31A.									
Reference/Authority: AR 385-95, para. 2-3a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(1). (ICP question AS.02.3.1) Is the Pre-Accident Plan systematically rehearsed and reviewed for adequacy quarterly (at a minimum)?</b>									
Discussion: There are three tests required between these two questions. This rehearsal shall be coordinated IAW AR 420-90, and should include supported unit participation. The (results of the) rehearsal will be documented. Also reference FM 5-415.									
Reference/Authority: AR 385-95, para. 2-4d(1); AR 420-90, para. 3-6a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(2). (ICP question AS.02.3.2) Are telephone numbers and radio frequencies correct and current?</b>									
Discussion: This question deals with the pre-accident plan itself. However, depending on local command policies, it is an excellent idea to also have current information (including home phone numbers) on all aircrewmembers undertaking flight activities on-hand in Flight Operations. A balance must be struck, and the issue of calling a spouse or family discussed within the command <i>before</i> the accident – the question answered, “Will we call a Pilot’s home if there’s been a crash?” Notifying a Chaplain and a State headquarters may take hours, and place Operations personnel in the awkward position of having to answer a spouse’s phone call as to whether it was their loved one that they are looking at on the evening news. Further, this question is not limited to phone numbers of Primary and Secondary Crash Alarm respondents, but rather validity of the entire plan.									
Reference/Authority: AR 385-95, para. 1-6c(8).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(2)(a). (ICP question AS.02.3.2.1) Are copies of DA Forms 7305-R (Worksheet for Telephonic Notification of Ground Accident), or 7306-R (Worksheet for Telephonic Notification of Aviation Accident), for ground or air accidents, respectively, available and used for initial notifications of accidents?</b>									
Discussion: And, does the SOP clearly delineate <i>how</i> an accident report is processed - not only by the Facility, but the handoff procedures between the supported Units and the Facility? Use of these forms falls under the Commander’s responsibility for Class A and B accidents and Class C aviation (flight, flight related, or aircraft ground) accidents.									
Reference/Authority: AR 385-40, para. 3-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(3). (ICP question AS.02.3.3) Does the plan clearly assign responsibilities on and off the airfield?</b>									
Discussion: Off-airfield discussions must cover responsibilities for preserving the accident scene, in addition to considerations for mutual aid, and handoff between County Coroners and Army Medical Officers. Also reference FM 5-415, and AC 150/5200-12B (Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident).									
Reference/Authority: AR 385-95, para. 2-3c; AR 420-90, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(4). (ICP question AS.02.3.4) Do Operations personnel know their required actions if an aircraft is overdue, or if an accident should occur?</b>									
Discussion: The actions required for an overdue aircraft, and those for an aircraft involved in a mishap are much different in the early stages. Ramp checks, radio calls, etc., are to be discussed in the former and are not normally actions in the latter. However, at some point, an overdue aircraft may be determined to have been involved in a mishap – therefore the <i>Overdue Aircraft</i> plan should adequately link to the pre-accident plan. Also reference FM 1-300.									
Reference/Authority: AR 385-95, para. 1-6c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2c(5).** (ICP question AS.02.3.5) **Does the plan (also) address the following items:**

<b>F-2c(5)(a).</b> (ICP question AS.02.3.5.1) <b>Primary and Secondary crash alarm systems?</b>									
Discussion: Some units will require a dual- or tri-pathed crash alarm system (e.g., an OSACOM Detachment may require not only in-state notification through the Adjutant General (AG), but also notification to the OSACOM and NGB Safety Offices). The issue of <i>who</i> will notify each solid-lined and dotted-lined higher headquarters should be covered in the pre-accident plan. Also reference FM 5-415.									
Reference/Authority: AR 385-95, para. C-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(5)(b).</b> (ICP question AS.02.3.5.2) <b>Notification and responsibilities of accident investigation board members?</b>									
Discussion: Include considerations of different types of accidents and the requirements for different expertise for different boards. The Board President has the latitude to dismiss or appoint Board members, and it is often better to provide an adequate pool from which to constitute a board.									
Reference/Authority: AR 385-95, page 36 and para. 2-3a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(5)(c).</b> (ICP question AS.02.3.5.3) <b>Requirements to safeguard accident information until notification to next of kin of accident survivors and victims has been made and information is released by the accident investigation board president through the Public Affairs Officer (PAO)?</b>									
Discussion: Reference the discussion in question F-2c(2). Also reference AR 340-21 (The Army Privacy Program).									
Reference/Authority: DA Pam 385-40 (Army Accident Investigation and Reporting), para. 1-6; NGR 385-10, page 3-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2c(5)(d).</b> (ICP question AS.02.3.5.4) <b>Do Flight Operations personnel test the primary net and crash alarm system each duty day?</b>									
Discussion: There are three tests involved altogether. This (daily) test is typically limited to ensuring the phone circuit can reach the emergency fire/rescue station, or the commercial phone used has a dial tone. Record of this test is typically a notation in the daily operation log.									
Reference/Authority: AR 385-95, para. 2-4d(1); AR 420-90, para. 3-6a; NG CIR 385-95, para. 4-16a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d.</b> (ICP question AS.02.4) <b>Are crash rescue manpower and equipment adequate to cope with emergencies?</b>									
Discussion: Consider volume of activity, buildings and aircraft or vehicles supported, and potential exacerbating factors (such as, types and volume of fuel, electrical usage, water availability). Also reference FM 5-415, AC 150/5200-31A, and AC 150/5200-12B.									
Reference/Authority: AR 420-90, Chapter 4; AR 385-95, para. C-1b(3).									
Yes		No		HAZLOG No.		N/A		Comment	

							(See Below)	
Comment:								

**F-2d(1). (ICP question AS.02.4.1) Have agreements been established between the AASF and local airports, municipal fire-fighting organizations, and medical facilities been made for response to emergencies occurring off/on government property?**

Discussion: Although MOAs/MOUs may not always be mandatory, these agreements go beyond simple mutual aid criteria, and should entail all expected activity. Also reference TM 5-315, FM 5-415, and AC 150/5200-12B.

Reference/Authority: AR 420-90, para. 2-4.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2d(2). (ICP question AS.02.4.2) Is the responsibility for supervision of rescue and fire fighting clearly defined?**

Discussion: This requirement details supervision of the many echelons in Fire and Emergency Services Management – both personnel and materiel. Also reference FM 5-415, TM 5-315, and AC 150/5200-12B.

Reference/Authority: AR 420-90, Chapter 2.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2d(3). (ICP question AS.02.4.3) Are rescue and fire-fighting personnel trained in the use of all equipment?**

Discussion: Not just fire-specific equipment, but also defibrillators, confined space entry materiel, etc. Also reference FM 5-415, and TM 5-315.

Reference/Authority: AR 420-90, Chapter 3.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2d(4). (ICP question AS.02.4.4) Can fire fighting equipment readily reach off-road airfield sites?**

Discussion: This question is a specific expansion of question F-2d(3). Also reference FM 5-415 and TM 5-315.

Reference/Authority: AR 420-90, Section III, and para. 7-8e.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2d(5). (ICP question AS.02.4.5) Is equipment tested regularly to ensure proper operation?**

Discussion: This includes Self-Contained Breathing Apparatuses (SCBAs), defibrillators, pumping equipment, etc., IAW a variety of Operator's manuals and other technical publications.

Reference/Authority: AR 420-90, Chapter 4.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(6). (ICP question AS.02.4.6) Are rescue personnel familiar with emergency shutdown procedures, door jettison handles, etc., for Facility-assigned aircraft?</b>									
Discussion: A dialogue with on-post and local municipal Fire/Rescue departments – perhaps through on-site periodic visits, will serve to fulfil this requirement. Also reference AC 150/5200-12B.									
Reference/Authority: AR 420-90, Chapter 3; FM 5-415, Chapter 7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(7). (ICP question AS.02.4.7) Have rescue personnel been made aware of specific dangers associated with aircraft composite materials found in many military aircraft?</b>									
Discussion: A class/briefing roster and briefing/course outline should serve as evidence of this training. Also reference FM 5-415, 29 CFR 1910.1200 (Hazard Communication), and AC 150/5210-17 (Programs for Training of Aircraft Rescue and Firefighting Personnel).									
Reference/Authority: AR 420-90, para. 3-4b(5); AR 385-95, para. C-1b(3)(f).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(8). (ICP question AS.02.4.8) Are crash rescue vehicles radio-equipped?</b>									
Discussion: The radio should be able to reach Base/NG Operations and the Common Traffic Advisory Frequency (CTAF)/Tower/Ground Controller frequencies. Also reference FM 5-415, and AC 150/5210-7C (Aircraft Rescue and Firefighting Communications).									
Reference/Authority: AR 420-90, Chapter 2 and para. 4-3a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(9). (ICP question AS.02.4.9) Are aircrewmembers briefed by Crash Rescue personnel on what they might expect Rescue to do for them during an accident?</b>									
Discussion: A Class Roster and briefing outline should serve as evidence of such training. Post crash actions can be very dangerous for fire personnel - a canopy explosively jettisoned into the face on a Paramedic can turn a hard landing into a fatality. These classes/briefings are important for their mutual exchange of information.									
Reference/Authority: AR 420-90, para. 3-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(10). (ICP question AS.02.4.10) Are Rescue personnel trained in First Aid?</b>									
Discussion: A Class Roster and briefing outline should serve as evidence of such training. There are varying levels of first aid and medical aid, and varying recency of training requirements. Also reference FM 5-415. Also reference AC 120-44A (Air Carrier First Aid Programs), FM 4-25.11 (First Aid for Soldiers), AC 150/5210-17, and DA Pam 40-13 (Training in First Aid and Emergency Medical Treatment).									
Reference/Authority: AR 420-90, para. 3-4b(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2d(11). (ICP question AS.02.4.11) Do Crash Rescue personnel participate in pre-accident plan rehearsals?</b>									
Discussion: A Memorandum For Record (MFR) would serve as evidence of this participation.									
Reference/Authority: AR 420-90, para. 3-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2e. (ICP question AS.02.5) Are appropriate regulations on file and current?</b>									
Discussion: This is a broad question intended to cover all required publications. Although subsequent questions will ask more detailed questions about specific publications for specific areas, a brief glance on the publications shelf would suffice (e.g., are copies of AR 95-3 or FM 10-68 posted? – both of which are obsolete). Also reference question F-4g(2)(8) – which discusses more specifically the publications the ASO maintains. NG CIR 385-95 details which publications are required - in both electronic and printed version(s).									
Reference/Authority: NG CIR 385-95, para. 3-6; AR 95-1, para. 4-3; AR 385-95, para. 1-6c and Appendix A.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2f. (ICP question AS.02.6) Is a detailed local area flying map available showing sub areas, restricted areas, hazard areas, training areas, special Visual Flight Rules (VFR) corridors or NVD low-level routes, as appropriate?</b>									
Discussion: Constant vigilance is required to ensure aircrew (individual) hazards maps are updated, and supporting unit hazards maps match that maintained by the Facility to ensure the latest hazard information is expediently exchanged. Also reference FM 1-300.									
Reference/Authority: AR 385-95, para. 1-6c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2g. (ICP question AS.02.7) Is current information concerning known local hazards disseminated to all personnel as soon as practical?</b>									
Discussion: The word <i>practical</i> should read <i>practicable</i> here. Additionally, some mechanism for periodically updating the hazards map/Notices to Airmen (NOTAMs) should be emplaced. Additionally, weather criteria should be considered.									
Reference/Authority: AR 385-95, para. 1-6b(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2h. (ICP question AS.02.8) Does the Flight Planning area or Operations area contain the following:**

<b>F-2h(1). (ICP question AS.02.8.1) A crash rescue communications system?</b>									
Discussion: Both primary and secondary systems are discussed in this paragraph.									
Reference/Authority: AR 420-90, para. 4-3b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									



**F-2h(2).** (ICP question AS.02.8.2) **The following readily available blank forms:**

<b>F-2h(2)(a).</b> (ICP question AS.02.8.2.1) <b>DA Forms 2696-R (Operational Hazard Report)?</b>									
Discussion: This form is also available from the U.S. Army Publishing Agency (USAPA) website or on compact disc (CD) read-only memory (ROM). Many facilities also have highlighted instructions handy on how to fill the form out.									
Reference/Authority: AR 385-95, para. 2-1b(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(2)(b).</b> (ICP question AS.02.8.2.2) <b>DD Forms 175 (Military Flight Plan)?</b>									
Discussion: Although use of an Operation's Log is authorized, these forms must still be available. Of benefit to aircraft departing the local area is a supply of FAA Forms 7233-1 (Flight Plan). This FAA-equivalent to the military flight plan comes in handy as a format to follow when phoning the Flight Service Station (FSS) to file a flight plan. Reference the <u>Aeronautical Information Manual (AIM)</u> , Chapter 5.									
Reference/Authority: AR 95-1, para. 5-2c(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(2)(c).</b> (ICP question AS.02.8.2.3) <b>DD Forms 175-1 (Flight Weather Briefing)?</b>									
Discussion: AR 95-1 states that weather information for the DD Form 175-1 will be obtained from a Military Weather Facility. If a Military Forecaster is not available, the PC will obtain a weather forecast per DoD Flight Information Publication(s) (FLIP). Automated or computer based systems may be used to obtain weather information if the system is approved by (the) U.S. Army Aeronautical Services Agency (USAASA) and the Commander establishes a program to ensure aviators are familiar with the system in use. As with other training, evidence is best maintained with a POI/Lesson Plan/Briefing outline and accompanying attendance roster. Also reference AC 00-6A (Aviation Weather), and AC 00-45E (Aviation Weather Services).									
Reference/Authority: AR 95-1, para. 5-2c(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(2)(d).</b> (ICP question AS.02.8.2.4) <b>DD Forms 365-4 (Weight and Balance Clearance Form F – Transport/Tactical)?</b>									
Discussion: Although standard configuration DD Forms 365-4 may be in the aircraft logbook, actual or other-than-standard loadings may warrant computation of a new form.									
Reference/Authority: AR 95-1, para. 5-2h.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(2)(e).</b> (ICP question AS.02.8.2.5) <b>Performance Planning Cards (PPCs) for assigned aircraft?</b>									
Discussion: Including those transient aircraft that frequent the facility.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(3). (ICP question AS.02.8.3) Current Airfield Diagram?</b>									
Discussion: Large scale. This is typically an annotated, mounted, overhead photograph of the airfield.									
Reference/Authority: FM 1-300, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(4). (ICP question AS.02.8.4) VFR traffic pattern chart?</b>									
Discussion: Showing each pattern for each runway.									
Reference/Authority: FM 1-300, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(5). (ICP question AS.02.8.5) Safety Bulletin Board?</b>									
Discussion: This is separate from the other bulletin boards referenced. NG CIR 385-95 clearly delineate(s) those items required on the safety bulletin board.									
Reference/Authority: NG CIR 385-95, para. 3-4d; FM 1-300, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(6). (ICP question AS.02.8.6) Aviation training area(s) hazards map(s)?</b>									
Discussion: Also reference questions F-2f and F-2g.									
Reference/Authority: AR 385-95, para. 1-6c(4); DA Pam 40-503 (Industrial Hygiene Program), para. 3-2b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(7). (ICP question AS.02.8.7) Clock(s) showing both local and Zulu time?</b>									
Discussion: If only one clock is available, it should show Coordinated Universal Time (UTC).									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(8). (ICP question AS.02.8.8) Appropriate Aircraft Operator's Manual(s)?</b>									
Discussion: Including posted current changes. Also reference questions F-2e, and F-2h(17). Also reference FM 1-300.									
Reference/Authority: AR 95-1, para. 4-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2h(9). (ICP question AS.02.8.9) The following DOD FLIP planning documents:**

<b>F-2h(9)(a). (ICP question AS.02.8.9.1) General Planning (GP)?</b>									
Discussion: The DoD FLIP Planning document consists of one GP Section.									
Reference/Authority: FM 1-300, page 2-6.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(b).</b> (ICP question AS.02.8.9.2) <b>Area Planning (AP/1 and AP/1A)?</b>									
Discussion: The DoD FLIP Planning document consists of nine Area Planning Sections.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(c).</b> (ICP question AS.02.8.9.3) <b>Wall Planning Chart(s)?</b>									
Discussion: Procure these charts from National Ocean Service/NOAA, N/ACC3, Distribution Division, Riverdale, MD 20737-1199; Telephone 1-800-638-8972.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(d).</b> (ICP question AS.02.8.9.4) <b>Enroute Low Altitude Chart(s) and Enroute Low Altitude Area Chart(s)?</b>									
Discussion: See Chapter 11 of the GP for errors noted in these charts.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(e).</b> (ICP question AS.02.8.9.5) <b>Enroute IFR Supplement(s)?</b>									
Discussion: The Enroute Supplement is designed for use with the geographically corresponding DoD Enroute Charts and the <u>Flight Information Handbook (FIH)</u> .									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(f).</b> (ICP question AS.02.8.9.6) <b>Enroute VFR Supplement(s)?</b>									
Discussion: The VFR Supplement contains an airport directory consisting of an airport sketch with supporting text, arranged alphabetically, of military and general aviation VFR airports selected by the respective military departments.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(g).</b> (ICP question AS.02.8.9.7) <b>Terminal Instrument Approach Procedures?</b>									
Discussion: As with all FLIP, the user must consult NOTAMs for latest information.									
Reference/Authority: FM 1-300, page 2-6.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(h).</b> (ICP question AS.02.8.9.8) <b><u>Standard Terminal Arrival Routes (STARs) and Standard Instrument Departures (SIDs)?</u></b>									
Discussion: As with other FLIP, consult the latest NOTAMs.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(9)(i).</b> (ICP question AS.02.8.9.9) <b><u>Terminal Change Notices (TCNs)?</u></b>									
Discussion: During mission planning or in the case of an in-flight diversion, it is imperative that the aircrew members first consult the TCN before making any decision on which terminal approaches are current at the airport of intended landing departure.									
Reference/Authority: FM 1-300, page 2-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(10).</b> (ICP question AS.02.8.10) <b><u>DD Forms 365-4 for all assigned aircraft?</u></b>									
Discussion: This question differs from question F-2h(2)(d) in that it is asking about <i>completed</i> , <i>computer-generated</i> , and/or like forms which reflect standard, previously-computed configurations of aircraft flown at the Facility.									
Reference/Authority: AR 95-1, para. 5-2h.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(11).</b> (ICP question AS.02.8.11) <b><u>Flight Crew designations?</u></b>									
Discussion: That is, a list delineating who is authorized to fly in which seat/duty position, under which conditions (as applicable), in which aircraft.									
Reference/Authority: AR 95-1, para. 4-20.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(12).</b> (ICP question AS.02.8.12) <b><u>(A listing of) Briefing Officers and (Mission) Approval Authorities?</u></b>									
Discussion: This list should clearly delineate the rank and name of each individual authorized to brief and approve missions at each level (low, moderate, high, and extremely high). The roster should reflect a consideration of increasingly responsible personnel as briefing/approval authorities for increasing levels of risk (such as, a Flight Operations Specialist or Platoon Leader may be authorized to approve low and moderate risk missions; an Instructor Pilot or Company Commander may be authorized to approve moderate and high risk missions; and the AG may be authorized as the sole approval authorities for Extremely High Risk missions).									
Reference/Authority: AR 95-1, paragraphs 2-14, and 3-16; NG CIR 385-95, para. 4-1.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(13). (ICP question AS.02.8.13) Local Flight Rules?</b>									
Discussion: Including established corridors, special traffic patterns, no-fly areas, sensitive animal areas (such as, turkey or ostrich farms), time restrictions for operations, varying qualification requirements (such as, high-mountain), etc. This question also relates to the Hazard Map, and some intentional overlap in consideration is implied. Also reference question F-3g.									
Reference/Authority: AR 95-1, para. 2-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(13)(a). (ICP question AS.02.8.13.1) Noise Abatement (Fly Neighborly) Procedures?</b>									
Discussion: Also reference question F-2h(13). AC 91-66 gives insight to methods for minimizing sounds footprints, and their impact on surrounding neighborhoods.									
Reference/Authority: AR 95-1, para. 2-15.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(14). (ICP question AS.02.8.14 ) Current NOTAMs?</b>									
Discussion: Verify Local and Distance NOTAMs are available and kept up-to-date. Also reference AR 95-10 (Department of Defense Notice to Airmen [NOTAM] System).									
Reference/Authority: FM 1-300, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(15). (ICP question AS.02.8.15) Army Aviation Flight Information Bulletins (AFIBs)?</b>									
Discussion: Some information maintained in AFIBs is intended as longer duration. Key items may be extracted and placed in the Aircrew Information Reading File (AIRF).									
Reference/Authority: FM 1-300, para. 5-4a(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(16). (ICP question AS.02.8.16 ) A flight plotter and flight computer?</b>									
Discussion: Either an electronic or slide-rule type flight computer are satisfactory. Chaining-down of these items tends to discourage loans of a more permanent nature, but may discourage their use. The text in FM 1-300 actually calls for an E6B computer and flight plotters.									
Reference/Authority: FM 1-300, para. 5-4a(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(17). (ICP question AS.02.8.17) A current Aircrew Training Manual (ATM) for each assigned</b>									
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<b>aircraft?</b>									
Discussion: Including posted changes. Also reference questions F-2e and F-2h(8).									
Reference/Authority: AR 95-1, para. 4-3; FM 1-300, para. 5-4a(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(18). (ICP question AS.02.8.18) A telephone for aircrew use?</b>									
Discussion: Local dialing instructions (such as, prefixes to be used for dialing local, DSN, or toll-free numbers) should be posted. Also, if special instructions are necessary to accommodate modem access or restrictions, these should be posted, as well.									
Reference/Authority: FM 1-300, para. 5-4a(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(19). (ICP question AS.02.8.19) An updated crash grid map?</b>									
Discussion: Also reference question F-2h(6). This map may differ from the Hazards Map, in that this map is plotted on a grid/template. Specific discussion follows in the sub-questions below. Also reference FM 5-415.									
Reference/Authority: AR 420-90, Figure E-4; AR 95-2, para. 10-4; FM 1-300, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(19)(a). (ICP question AS.02.8.19.1) Are local crash grid maps provided to, and maintained by, each activity listed for the primary and secondary crash alarm - including air and ground vehicles to be utilized by medical and aviation activities?</b>									
Discussion: Typically, a grid is also provided in each logbook of each aircraft maintained by the Facility. Also reference FM 5-415.									
Reference/Authority: AR 420-90, Figure E-4; AR 95-2, para. 10-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(19)(b). (ICP question AS.02.8.19.2) Are all crash grid maps identical?</b>									
Discussion: Often overlooked, identity is often assumed but seldom verified. Also reference FM 5-415.									
Reference/Authority: AR 420-90, Figure E-4; AR 95-2, para. 10-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(20). (ICP question AS.02.8.20) A current AIRF?</b>									
Discussion: Also reference both specific sub-questions below.									
Reference/Authority: AR 95-1, para. 4-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(20)(a).</b> (ICP question AS.02.8.20.1) <b>Does the AIRF contain reference material applicable to aircrewmembers assigned to the Facility?</b>									
Discussion: In other words, is it timely, relevant information, or simply emplaced "for show"?									
Reference/Authority: AR 95-1, para. 4-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2h(20)(b).</b> (ICP question AS.02.8.20.2) <b>Is the AIRF reviewed periodically?</b>									
Discussion: An additional consideration may include whether there is a mechanism to indicate an aircrewmember is current in their reading, and is there a system of timely insertion and deletion of material. In this regard, the AIRF is a cousin of the Quality Control (QC) publications familiarization chart/file, used by Maintenance personnel to ensure they remain up-to-date on changed publications - reference question F-10a(10).									
Reference/Authority: AR 95-1, para. 4-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2i.</b> (ICP question AS.02.9) <b>Are flight plans filed or flight logs used for all flights?</b>									
Discussion: Including the accompanying risk assessments.									
Reference/Authority: AR 95-1, para. 5-2d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2j.** (ICP question AS.02.10) **Does mission planning include:**

<b>F-2j(1).</b> (ICP question AS.02.10.1) <b>A weather briefing?</b>									
Discussion: For current conditions and those along the flight route and destination, including alternate, if applicable. The importance of this briefing, and its accurate recording, cannot be over-stated.									
Reference/Authority: AR 95-1, para. 5-2c(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2j(2).</b> (ICP question AS.02.10.2) <b>A Safety briefing?</b>									
Discussion: This requirement extends to the more global <i>risk management</i> process. The best "Safety Briefing" is one that embeds safety considerations throughout the Mission or Operations briefing, and integrates safety within the process. This, however, is not to be confused with the Crew/Passenger briefing, as separately required.									
Reference/Authority: AR 95-1, paragraphs 2-14b(6), and 3-16.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-2j(2)(a).</b> (ICP question AS.02.10.2.1) <b>ALSE (considered to be) adequate for the mission?</b>									
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Discussion: Including vests, helmets, radios, survival kits, et al. Also reference FM 1-508 (Maintaining Aviation Life Support Equipment).							
Reference/Authority: AR 95-1, para. 8-12.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-2j(3). (ICP question AS.02.10.3) A mission assignment?</b>							
Discussion: Including determination the flight is in support of an operational unit mission or has been authorized by the Commander. Consider the wording of this question - doctrinally, missions are assigned by the Operations Officer, and the aircrew is briefed accordingly. The "status quo" for an AFTP often incorrectly inverts this process, leaving the Mission Briefer at a disadvantage in the planning, risk assessment, and briefing processes of approving the flight. That is not to say that "ATM Tasks" is an invalid mission (as such), but vague references to what is to be accomplished during the flight must be questioned to preclude approval of a "recreational" flight.							
Reference/Authority: AR 95-1, para. 2-14b(1).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-2j(4). (ICP question AS.02.10.4) A formal mission risk assessment?</b>							
Discussion: Also reference question F-2h(12). FM 100-14 and FM 3-100.12 are excellent tools for understanding the Risk Assessment and Risk Management processes. This is a non-negotiable portion of the mission approval process, and each risk assessment deserves the scrupulous attention of the Briefer.							
Reference/Authority: AR 95-1, paragraphs 2-14b(6), and 3-16.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-2j(5). (ICP question AS.02.10.5) A mission briefing performed by authorized personnel?</b>							
Discussion: Also reference questions F-2h(12) and F-2j(4) (above).							
Reference/Authority: AR 95-1, para. 2-14a.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-2j(6). (ICP question AS.02.10.6) A mission debriefing?</b>							
Discussion: This is an integral component of the Crew Coordination Model. Also reference Training Circular (TC) 1-210 (Aircrew Training Program).							
Reference/Authority: FM 100-14, pages 2-18 and 2-19.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-2k. (ICP question AS.02.11) Are forms kept on file for at least 30 days?</b>							
Discussion: These are instrumental in reconstructing events in the event of an OHR- or like-investigation.							
Reference/Authority: FM 1-300, Chapter 7.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)



Comment:

**F-2l. (ICP question AS.02.12) Has the Commander designed a crew endurance program tailored to the Facility and is it included in the SOP?**

Discussion: Italics have been added to place emphasis on where this guidance must be located. NG CIR 385-95 (still) stipulates the requirement to have each Commander "create" a crew endurance program - but gives guidelines that are more in line with current operations, mission, and equipment. The SOP must provide clear direction on administration of this critical program.

Reference/Authority: NG CIR 385-95, para. 4-8b; AR 95-1, para. 3-17.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2l(1). (ICP question AS.02.12.1) Is this guidance being complied with?**

Discussion: Some method of objective evidence should be provided. Timecards may be used, but will likely not reflect flying hours and Environmental Relative Factors. A tailored tracking sheet is encouraged, and this guidance (for how duty day and flight time is to be tracked) must be given in the SOP. Best yet, the training calendar should reflect compliance "going into" the period – reflecting a plan in compliance with the commander's crew endurance policy.

Reference/Authority: AR 95-1, para. 3-17.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2m. (ICP question AS.02.13) Are non-aviator personnel, who are authorized to run-up fixed-wing aircraft (or rotary wing Auxiliary Power Units [APUs]), so designated in writing?**

Discussion: Additionally, a review of the POI whereby such personnel become so qualified is warranted. Also reference NGR 95-210, paragraphs 5-7 through 5-15. **Note:** See Note to paragraph F-2b(18) regarding valid versions of this document.

Reference/Authority: AR 95-1, para. 3-20b(3).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-2n. (ICP question AS.02.14) Do DA Forms 2408-12 (Army Aviator's Flight Record), reflect correct and accurate data?**

Discussion: Check a suitable number of –12s to determine uniform compliance. While this check is not intended to verify *penmanship* or *color of ink/pencil used*, it is intended to gauge the integrity of the information entered on the form – principally from the standpoint of accurate tracking of flighttime and the reconstruction of events leading to an accident.

Reference/Authority: FM 1-300, Chapter 7; DA Pam 738-751 (Functional Users Manual for The Army Maintenance Management System – Aviation [TAMMS-A]), para. 2-8.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 3 and subsequent text continued on next page.)

**F-3. Section 3: Weather.**

This section contains 13 questions. When used as an ASAAPS, no fewer than 25 percent (four) of the applicable questions in this section shall be asked/answered.

<b>F-3a. (ICP question AS.03.1) Are the latest aviation weather reports correctly posted and accessible to each Aviator filing a flight plan?</b>									
Discussion: Both current and forecast.									
Reference/Authority: FM 1-300, pages 2-4, and 2-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3b. (ICP question AS.03.2) Is there a United States Air Force (USAF) weather office or other satisfactory method of obtaining up-to-date weather forecasts convenient to flight observations?</b>									
Discussion: A landline to a FSS, Direct User Access System (DUATS) terminal, or other like means of securing such observation should suffice. Also reference AC 00-45E.									
Reference/Authority: AR 95-1, para. 5-2c; FM 34-81 (Weather Support for Army Tactical Operations), Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3b(1). (ICP question AS.03.2.1) Has the unit established an effective forecast process to meet local requirements?</b>									
Discussion: This question, based upon the reference cited, doesn't ask so much about the process the Facility uses (note the word <i>unit</i> ), so much as the interface with, and service of, the supporting Air Force (or equivalent) Weather office.									
Reference/Authority: FM 34-81, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3b(2). (ICP question AS.03.2.2) Does the unit provide effective weather advisory, watch, and warning services?</b>									
Discussion: Going beyond question F-3b(1) and forecasts, this question deals with the adequacy of specialized services. Also reference AC 00-45E.									
Reference/Authority: Air Force Manual (AFMAN) 15-125 (Weather Station Observations), para. 2.2.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3c. (ICP question AS.03.3) Does the unit have programs and procedures that ensures they are prepared to successfully deploy and perform their weather duties in an austere environment with limited communications and weather data access?</b>									
Discussion: This question focuses on the supporting Weather reporting organization, and its ability to continue to provide services to facility aircraft, regardless of location. While this organization's SOPs (or equivalent) are not expected to be immediately available, this relationship and the level of expected service should be clearly delineated in an on-hand MOA/MOU (with/between the Facility and the Weather reporting organization).									

Reference/Authority: AFMAN 15-125, Chapter 14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3d. (ICP question AS.03.4) Are Pilot Reports (PIREPs) solicited?</b>									
Discussion: Consideration of this question should include not only solicitation by the weather briefer, but solicitation by the mission briefer. The latter assists in making determinations for further flight activity within an AFTP or other flight period. Also reference AC 00-45E.									
Reference/Authority: FIH, Section C, para. 16; AIM, para. 7-1-18.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3e. (ICP question AS.03.5) Are PIREPs used in pilot briefings?</b>									
Discussion: Objective evidence of compliance with this question may be difficult – a discussion with Flight Operations or Aircrew personnel should suffice in determining compliance.									
Reference/Authority: AIM, para. 7-1-18.d.4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3f. (ICP question AS.03.6) Are (annual) seasonal weather briefings given to all Aviators prior to changes in weather patterns?</b>									
Discussion: Typically, this briefing should be given by an Air Force Weather office, sponsored by the Intelligence Officer (S-2), ASO or Aviation Life Support Equipment Officer (ALSO). While the frequency of these briefings has changed, the root purpose has not: Providing information necessary to plan for ALSE needs throughout the year.									
Reference/Authority: NG CIR 385-95, Table 3-2, and para. 6-1d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3f(1). (ICP question AS.03.6.1) Is this requirement documented?</b>									
Discussion: Some measure of command guidance should connect to this regulation, such as a Yearly Training Calendar (YTC), an SOP, etc. Additionally, evidence of previously completed briefings should be available, complete with make-up attendance.									
Reference/Authority: NG CIR 385-95, para. 3-4a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3g. (ICP question AS.03.7) Are procedures established to disseminate severe weather warnings?</b>									
Discussion: Although this requirement focuses on getting weather warnings from the weather service to the facility, it should also be considered in terms of connecting these warnings to the aircrews already launched (such as, initiating a weather recall), and even along to units supported by the facility that are in the field (such as, on a Field Training Exercise [FTX]). While this question could have covered in the SOP section of this checklist, emphasis here should be gauged on whether the process actually works and is usable.									
Reference/Authority: FM 34-81, Chapter 5.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3h. (ICP question AS.03.8) Are weather minimums established and adhered to for local operations?</b>									
Discussion: Emphasis in this question is more on the adherence to procedures. Also reference question F-2h(13).									
Reference/Authority: AR 95-1, para. 2-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3i. (ICP question AS.03.9) Is a severe weather evacuation plan in effect IAW local requirements?</b>									
Discussion: In terms of evacuation, hanging and mooring priorities.									
Reference/Authority: AR 385-95, para. 3-3y.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-3j. (ICP question AS.03.10) Are procedures established (with regards Weather reporting agency interface) to manage aircrew and ground mishaps and accidents?</b>									
Discussion: This question, deals with not only the abilities of the Weather reporting agency and their internal processes, but the ability of the facility to interface with them immediately following an accident/incident. This relationship should be clearly delineated not only in the Facility SOP, but MOAs/MOUs between the Weather reporting agency and the facility.									
Reference/Authority: DA Pam 385-40, paragraphs 2-1d(2)(f) and 2-6; AFMAN 15-125, paragraphs 3.3, and 7.2.1.7.8; AFMAN 15-111 (Surface Weather Observations), para. 2.8.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 4 and subsequent text continued on next page.)

**F-4. Section 4: Aviation Safety Management.**

This section contains 57 questions. When used as an ASAAPS, no fewer than 25 percent (15) of the applicable questions in this section shall be asked/answered.

<b>F-4a. (ICP question AS.04.1) Has the Facility Commander established a formal, written AAPP compatible with the Facility function?</b>									
Discussion: This should cover both air and ground accidents.									
Reference/Authority: AR 385-95, para. 2-3a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4b. (ICP question AS.04.2) Has the Commander published a personal statement of accident prevention philosophy?</b>									
Discussion: Many facilities (also) incorporate the philosophy statement as a part of the Safety Annex to the SOP, or even in an Accident Prevention Plan.									
Reference/Authority: AR 385-95, para. 1-6a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4b(1). (ICP question AS.04.2.1) Is the philosophy posted in a readily accessible location?</b>									
Discussion: Rather than posted in a seldom-opened binder or file.									
Reference/Authority: AR 385-95, para. 1-6a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4c. (ICP question AS.04.3) Is the ASO MOSQ and/or a graduate of the Aviation Safety Officer Course?</b>									
Discussion: There are also continuing education courses, both resident and non-resident; and those beyond the Army; that are available to the ASO. Once MOSQ, the ASO should make every effort to continue gaining formal expertise. NG CIR 385-95, Chapter 7, delineates career progression for an ASO.									
Reference/Authority: AR 385-95, para. 1-4j(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-4d. (ICP question AS.04.4) Does the Safety Officer:**

<b>F-4d(1). (ICP question AS.04.4.1) As their primary duty, advise and assist the Commander and Staff on all safety matters, including (the following sub-questions):</b>									
Discussion: Although every officer is subject to additional duties, these duties should be confined to safety-related tasks.									
Reference/Authority: AR 385-95, para. 1-6d(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(1)(a). (ICP question AS.04.4.4.1.1) Developing safety policy?</b>									
Discussion: Not just demonstrating compliance with higher-echelon requirements, but risk-managing the operations of the organization to which the ASO is assigned.									
Reference/Authority: AR 385-95, para. 1-6d(1)(a)									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(1)(b). (ICP question AS.04.4.1.2) Developing safety goals, objectives, and priorities and integrating them into appropriate training guidance based upon identification of the most probably and severe types of accidents expected and the most likely reasons (hazards) for these accidents?</b>									
Discussion: These goals, objectives and priorities should be directly traceable to the YTC (or equivalent) for the Facility, in addition to being evident on the OER or Technician Evaluation form for the ASO.									
Reference/Authority: AR 385-95, para. 1-6d(1)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(1)(c). (ICP question AS.04.4.1.3) Developing corrective actions/control options for command selection?</b>									
Discussion: Not to be confused with selection of the Commander – these are “Plan B” or “Plan C” options for the Commander to choose from, rather than simply saying, “unsafe” and shutting down operations. The earlier in the planning process that these corrective actions and control options can be developed and presented, the better.									
Reference/Authority: AR 385-95, para. 1-6d(1)(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(2). (ICP question AS.04.4.2) Monitoring the ability of each (Facility) functional area to protect the force against aviation accidents?</b>									
Discussion: For example, Flight Operations (force). This is the proactive side of safety management, and requires innovation in surveillance, surveys, interviews, etc.									
Reference/Authority: AR 385-95, para. 1-6d(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(3). (ICP question AS.04.4.3) Advising the Commander when a below-standard status that affects safety is detected in any functional area?</b>									
Discussion: Proactivity would prompt the ASO to discuss this concern with the Commander as a trend, before it becomes a status.									
Reference/Authority: AR 385-95, para. 1-6d(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4d(4). (ICP question AS.04.4.4) Advising and assisting in developing the Commander's training assessment of (Facility) functional areas using diagnostic tool and programs administered or controlled by the ASO?</b>									
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Discussion: The phrase <i>diagnostic tools</i> speaks to surveys, for the most part. The phrase <i>programs</i> is speaking to safety-related programs, such as Hearing Conservation, Fire Protection, Motor Vehicle Accident Prevention, etc.									
Reference/Authority: AR 385-95, para. 1-6d(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-4e. (ICP question AS.04.5) Has an SOP been developed for:**

<b>F-4e(1). (ICP question AS.04.5.1) Safety program management?</b>									
Discussion: This <i>catch-all</i> subject includes topics such as Fire Prevention and Protection, Motor Vehicle Accident Prevention, Hearing Conservation, Respiratory Protection, Radiological Protection, Protective Clothing and Equipment, Ammunition/explosives/weapons handling (to include squibs and jettisons), Environmental Protection, and even some discussion of Ergonomics. A <i>Yes</i> check for this question may entail an extensive review of the SOP disproportionate to the other SOP-related questions.									
Reference/Authority: AR 385-95, para. 3-3ab.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4e(2). (ICP question AS.04.5.2) Hazardous Material (HAZMAT) handling?</b>									
Discussion: HAZMAT in all applications within the Facility – not just maintenance applications.									
Reference/Authority: AR 385-95, para. 3-3s.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4e(3). (ICP question AS.04.5.3) Hazard Communication (HAZCOM) program?</b>									
Discussion: Including requirements for initial and recurrent Right-to-Know training, methods for gaining access to MSDSs, including their use, etc. Also reference FM 3-100.4 (Environmental Considerations in Military Operations).									
Reference/Authority: AR 385-95, para. 3-3t; 29 CFR 1910.1200 (Hazard Communication).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4f. (ICP question AS.04.6) Are employees prohibited from consuming food or beverage in a toilet room, or in any area exposed to toxic materials?</b>									
Discussion: This restrictive text in the CFR mandates that food or beverage only be consumed in the break room, and not on the hangar floor, an allied shop, ALSE shop, flight line, or any like place that may be exposed to fuels, oils, adhesives or any like material. While the SOP does not have to specifically spell-out this prohibition, its inclusion in the SOP serves to remove some confusion that may surface.									
Reference/Authority: 29 CFR 1910.141(g)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-4g. (ICP question AS.04.7) Does the ASO also:**

<b>F-4g(1). (ICP question AS.04.7.1) Assist the Commander and Staff in assessing the (Facility's) risk-management effectiveness and safety performance after operations by (the following sub-questions):</b>									
Discussion: While this may be a "look back", it is the proactivity of using lessons learned, and precluding the trend in the next applied set of circumstances.									
Reference/Authority: AR 385-95, para. 1-6d(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(1)(a). (ICP question AS.04.7.1.1) Collect from each Staff section information about risk-management successes, shortcomings, and needed improvements?</b>									
Discussion: Sometimes looked at as "three up and three down", this is the opportunity to exploit the successes and reward those that significantly contributed to the successes, while assessing the shortcomings and emplacing countermeasures.									
Reference/Authority: AR 385-95, para. 1-6d(5)(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(1)(b). (ICP question AS.04.7.1.2) Assist the Commander in determining if the performance met the Commander's guidance (goals, objectives, and priorities)?</b>									
Discussion: This is the supervision aspect of the five-step Army Accident Prevention Process.									
Reference/Authority: AR 385-95, para. 1-6d(5)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(1)(c). (ICP question AS.04.7.1.3) Assist Staff officers in implementing corrective actions/controls selected by the Commander to improve performance?</b>									
Discussion: Not just in remedying ills, but in truly emplacing safety considerations as a force multiplier.									
Reference/Authority: AR 385-95, para. 1-6d(5)(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-4g(2). (ICP question AS.04.7.2) Administer or monitor safety-related programs, including:**

<b>F-4g(2)(a). (ICP question AS.04.7.2.1) Observing flight and ground operations to detect and correct unsafe practices?</b>									
Discussion: Just flying into a Forward Army and Refueling Point (FARP) may not be an adequate gage of success in POL operations. It may appear the ASO must be omnipresent, and to some degree, they are.									
Reference/Authority: AR 385-95, para. 1-6d(6)(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(b). (ICP question AS.04.7.2.2) Conducting hazard analysis, prioritizing hazards in terms of</b>									
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<b>accident severity and probability, and promptly advising the appropriate officials?</b>									
Discussion: As previously discussed, just saying “unsafe” is a disservice to the Commander. Having a prepared alternate set of plans makes the ASO a genuine asset to the larger picture.									
Reference/Authority: AR 385-95, para. 1-6d(6)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(c). (ICP question AS.04.7.2.3 ) Conducting safety meetings monthly?</b>									
Discussion: The regulation here requires monthly safety meetings (read <i>briefings</i> ) for all active component and full-time Reserve components/facilities, and quarterly for all others. The Modern Army Record Keeping System (MARKS) files for the Safety office should contain not only course/briefing outlines (or lesson plans) but also rosters of those in attendance. Additionally, this question naturally prompts some discussion of make-up attendance and tracking.									
Reference/Authority: AR 385-95, para. 1-6d(6)(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(d). (ICP question AS.04.7.2.4) Reviewing aircraft accident reports and helping to implement corrective measures?</b>									
Discussion: The typical method of reviewing accident reports for other than the facility involved is through the NGB-provided safety tapes. Evidence of implementing corrective measures would be timely changes to an SOP, Policy Letters issued to emplace some abatement, etc. In any event, MFRs would serve as ample evidence of compliance.									
Reference/Authority: AR 385-95, para. 1-6d(6)(d).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(e). (ICP question AS.04.7.2.5) Rehearsing, reviewing, and documenting the adequacy of the (Facility) pre-accident plan?</b>									
Discussion: The regulation states that this must be a systematic review to be conducted at least quarterly. The degree of response by elements in the pre-accident plan may be varied; however, an exercise requiring all elements to physically respond must be conducted at least annually. Also reference FM 5-415.									
Reference/Authority: AR 385-95, para. 1-6d(6)(e).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(f). (ICP question AS.04.7.2.6) Ensuring Air Traffic Control (ATC) communication equipment, navigational aids, and all other electronic aids to aircraft operations are inspected frequently and regularly?</b>									
Discussion: For the average facility, this may be limited to ensuring the radios (to include any repeaters) in Flight Operations are functionally maintained – not only for routine Flight Operations purposes, but in the event they are needed during an activation of the pre-accident plan. Also reference FM 1-303 (Air Traffic Control Facility Operations and Training).									
Reference/Authority: AR 385-95, para. 1-6d(6)(f).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(g). (ICP question AS.04.7.2.7) Inspecting, semiannually, the physical condition of airfields, heliports, helipads, and tactical landing sites for hazards; when deficiencies are noted, recommending abatements and ensuring all known hazards are publicized?</b>									
Discussion: For facilities, these inspections should include surveys of landing sites for static displays. Also reference AC 150/5200-18B.									
Reference/Authority: AR 385-95, para. 1-6d(6)(g).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(h). (ICP question AS.04.7.2.8) Acquiring and maintaining a current reference library of aviation literature?</b>									
Discussion: Appendix A in AR 385-95 contains a <i>minimum</i> list of references required. Although some safety offices will host a wall full of publications, these should include at least those that are relevant to the day-to-day operations of the facility, including perhaps some specific to the supported unit(s). More importantly, these publications should be kept current. As with the discussion in paragraph F-2e (which speaks more to those publications maintained in Operations), references on-hand such as FM 10-68 and AR 95-3 would be clues of an ill-maintained reference library.									
Reference/Authority: NG CIR 385-95, para 3-6; AR 385-95, para. 1-6d(6)(h).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(i). (ICP question AS.04.7.2.9) Maintaining accident-prevention and other appropriate safety literature and posters and making distribution a priority?</b>									
Discussion: At the minimum, these should include <u>FlightFax</u> and <u>Countermeasure</u> . The Air Force and Navy publish excellent monthly and periodic magazines to supplement the Army publications. Some effort should be made to ensure the supported units are getting this information in sufficient quantities to be useful – not just a single copy hung on the Safety Bulletin Board.									
Reference/Authority: AR 385-95, para. 1-6d(6)(i).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(j). (ICP question AS.04.7.2.10) Reviewing aviator flight records and making appropriate entries as necessary to (Facility) training programs and recommending corrections to any deficiencies noted?</b>									
Discussion: This does not imply the ASO is in the business of correcting IP entries. Rather, records of safety awards are necessary entries, and some assistance may be required to the supported unit(s) ASO(s) to secure these entries properly. An absence of supported unit ASO notations would warrant a discussion with that ASO(s) as to whether any awards have been issued for which an entry was not made. Additionally, obvious errors seen should be brought to the attention of the facility Flight Record Custodian.									
Reference/Authority: AR 385-95, para. 1-6d(6)(j).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(k). (ICP question AS.04.7.2.11) Observing aviation maintenance operations, making</b>									
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<b>recommendations to correct unsafe procedures and practices, and monitoring the Safety of Flight (SOF) program?</b>									
Discussion: Copies of SOF (and ASAM, Safety of Use [SOU], Ground Precautionary [GPM], and Maintenance Information Message [MIM]) messages in the Safety Office MARKS files would sufficiently evidence monitoring of that program.									
Reference/Authority: AR 385-95, para. 1-6d(6)(l).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4g(2)(l). (ICP question AS.04.7.2.12) Managing the OHR program?</b>									
Discussion: Reference Chapter 2 of AR 385-95. No OHRs may be active at a given facility, but every effort should be made to encourage their use, and educate the facility personnel on the form and its functions. Cousins to the OHR are the DA Form 4755 (Employee Report of Alleged Unsafe or Unhealthful Working Conditions), as administered in AR 385-10 and NGR 385-10; and that described in AC 00-46D (Aviation Safety Reporting Program).									
Reference/Authority: AR 385-95, para. 1-6d(6)(m).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4h. (ICP question AS.04.8) Is there a program in effect to encourage the reporting of hazards, near-accidents, unsafe shop practices, etc.?</b>									
Discussion: This question deals more directly with Hazards in the workplace. Also reference NGR 385-10, and AC 00-46D.									
Reference/Authority: AR 385-95, para. 2-1; AR 385-10, para. 3-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4i. (ICP question AS.04.9) Is there a Facility Hazard Abatement plan?</b>									
Discussion: Including all methods of documentation, reporting and tracking of the hazard.									
Reference/Authority: AR 385-10, para. 3-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4j. (ICP question AS.04.10) Are SOP procedures established for personnel that explain(s) how to document and forward complaints concerning occupational safety and health concerns in the workplace?</b>									
Discussion: This question is not limited to OHR usage and processing, but related forms and processes, such as the DA Form 4755. This should also include complaints concerning workplace violence incidents, although such concerns are not accident-prevention in nature, but abatements for adverse deliberate acts, that may be covered by personnel regulations, chaplaincy publications, etc.									
Reference/Authority: AR 385-10, para. 4-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-4k. (ICP question AS.04.11) Does the ASO also:**

<b>F-4k(1). (ICP question AS.04.11.1) Monitor the FOD Prevention program?</b>									
Discussion: Reference Chapter 2 of AR 385-95. A FOD Officer/NCO must be appointed on orders – someone other than the Maintenance Officer or ASO. Copies of FOD surveys should be considered key sources of information for the Facility Safety Council, in addition to easing performance of portions of the semi-annual surveys. NG CIR 385-95 relieves Units and Facilities of having to publish separate FOD SOPs for anything other than extraordinary considerations - the basic and common considerations of a FOD program are delineated therein. Also reference AC 150/5380-5B.									
Reference/Authority: NG CIR 385-95, para. 5-4; AR 385-95, para. 1-6d(6)(m)									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4k(2). (ICP question AS.04.11.2) Review results of accident-prevention surveys and other inspection results, bringing noted deficiencies to the immediate attention of the Commander and (Facility) Safety Council, and establishing follow-up procedures to correct deficiencies?</b>									
Discussion: A review of the Safety Council Minutes would answer all components of this question.									
Reference/Authority: AR 385-95, para. 1-6d(6)(n)									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4k(3). (ICP question AS.04.11.3) Monitor (Facility) ALSE and related survival training programs?</b>									
Discussion: The Facility ALSE Shop Visitor's Log should evidence visits by not only the ASO, but the Commander and Flight Surgeon. Training/Briefing outlines and rosters would indicate compliance with the latter. Also reference FM 1-508.									
Reference/Authority: AR 385-95, para. 1-6d(6)(o)									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4k(4). (ICP question AS.04.11.4) Monitor the HAZCOM program?</b>									
Discussion: Records of initial and recurrent Right-To-Know training must be maintained. Often the State OH Nurse (OHN) is the focal point for such training. Additionally, MSDSs must be readily available in the workplace, and proper labeling procedures emplaced. Notice the difference in the first words of many of these sub-questions – between <i>managing</i> and <i>monitoring</i> . Many Safety Officers/OSH Specialists maintain use of the DD Form 1556 (Request, Authorization, Agreement, Certification of Training and Reimbursement), as a method for documenting this specialized training. Also reference DoD Instruction (DODI) 6050.5 (DoD Hazard Communication Program).									
Reference/Authority: AR 385-95, para. 1-6d(6)(p); 29 CFR 1910.1200.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4k(5). (ICP question AS.04.11.5) Manage the (Facility) Safety Award program?</b>									
Discussion: This should be done in consonance with the (Facility and supported Unit) Administration officer(s) and according to the guidelines contained in AR 672-74 (Army Accident Prevention Awards Program). Copies of these safety awards should be maintained in the Safety office MARKS files (in addition to other distribution requirements), and notation of such awards made in the individual's flight records, as discussed earlier. Also reference paragraph F-4l for the specific requirement for an active safety									

awards program. Also reference AR 600-8-22 (Military Awards), AR 672-20 (Incentive Awards), and DA Pam 672-5 (A Supervisor's Guide to the Incentive Award Program).							
Reference/Authority: AR 385-95, para. 1-6d(6)(q)							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4l. (ICP question AS.04.12) Does the Facility have an active safety awards program?</b>							
Discussion: Also reference question F-4k(5) regarding use of the program. <i>Active</i> is rather subjective, but consideration for awards should be an ongoing process. Many Facilities demonstrate this consideration by reflecting a solicitation for awards nominees in their Safety Council minutes, and the end product is reflected in a review of aircrew flight records folders. Also consider AC 61-91H (Pilot Proficiency Award Program).							
Reference/Authority: AR 672-74, para. 1-4d; AR 385-95, para. 3-7.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4m. (ICP question AS.04.13) Has an Aviation Safety NCO (ASNCO) been appointed on orders?</b>							
Discussion: This servicemember is a key factor in the success of the facility safety program – even though the facility may be more oriented along AGR/Technician lines.							
Reference/Authority: AR 385-95, para. 1-4j(3)(c).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4m(1). (ICP question AS.04.13.1) Is the ASNCO a graduate of the Aviation Safety NCO course or otherwise qualified as an ASNCO?</b>							
Discussion: Formal education of the ASNCO is tantamount to their success in the position. It is important to note that AR 385-95 does not require the ASNCO to be “school-trained.” Local Commanders may appoint <i>qualified</i> individuals in lieu of those that are “safety-trained,” and the extent to which an ASNCO is <i>qualified</i> is determined by the local Commander.							
Reference/Authority: AR 385-95, para. 1-4j(3)(c).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4n. (ICP question AS.04.14) Has a (Facility) Safety Council been established?</b>							
Discussion: Also reference question F-4n(5) regarding membership of the Council.							
Reference/Authority: AR 385-95, paragraphs 1-6a(11), and 3-4.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4n(1). (ICP question AS.04.14.1) Does the Council meet quarterly?</b>							
Discussion: Regardless of Facility status or location, these Councils must convene.							
Reference/Authority: AR 385-95, para. 3-4a; and NGR 385-10, para. 1-6(5).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-4n(2). (ICP question AS.04.14.2) Are copies of minutes furnished to each Council member?</b>									
Discussion: Including those who may not be on the council, but tasked as a project officer, given a tasked item, or may be affected by the item covered by the council.									
Reference/Authority: AR 385-95, para. 3-4e; NGR 385-10, para. 1-6(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4n(3). (ICP question AS.04.14.3) Are issues identified as open/closed/continued, and assigned to an Action officer?</b>									
Discussion: Traceability to the source document (such as, the survey that evidenced the issue) facilitates rapid remedy of the agenda item. It is also important to note that simply because an action has been elevated to a higher headquarters for remedy does not mean the issue may be closed – indeed, the deficiency still exists.									
Reference/Authority: AR 385-95, para. 3-4c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4n(4). (ICP question AS.04.14.4) Do Safety Council minutes indicate the Commander is involved in the accident prevention program and personally reviewing the program efforts?</b>									
Discussion: Rather than just being present while the ASO reads the agenda, the Commander should be an apparent participant in the process.									
Reference/Authority: AR 385-95, para. 3-4c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4n(5). (ICP question AS.04.14.5) Does the Facility Safety Council membership include those listed in NG CIR 385-95, para. 3-3f, as a minimum?</b>									
Discussion: Membership shall also be expanded to include at least the Commander and ASO of each of the supported Units. NGR 385-10 even suggests adding the Motor Officer. Further, the Commander must be listed as the Chair, and the ASO as the Recorder, on the published order for the Council.									
Reference/Authority: NG CIR 385-95, para. 3-3f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4n(6). (ICP question AS.04.14.6) Upon conclusion of a Safety/Accident Prevention Survey, is the Safety Council convened to review survey results?</b>									
Discussion: No time structure is given within which the Safety council must be convened following a survey – however, the survey should be the key topic of the very next convening of the Safety Council.									
Reference/Authority: AR 385-95, paragraphs 3-2, and 3-4(c), and (e).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4n(7). (ICP question AS.04.14.7) Are Council minutes sent to the next higher Safety Council for</b>									
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<b>review and possible resolution of problems beyond local capability?</b>									
Discussion: This distribution should also be expanded to include supported units and dotted-line higher headquarters, as applicable.									
Reference/Authority: NGR 385-10, para. 1-6c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-40. (ICP question AS.04.15) Safety Education.**

<b>F-40(1). (ICP question AS.04.15.1) Are the Quarterly (periodic) Aircraft Accident Review and Trend Analysis Videotapes utilized during safety meetings?</b>									
Discussion: This distribution should also be expanded to include supported Units and dotted-line higher headquarters, as applicable. NG CIR 385-95 identifies these as integral to the SafeFlight program. More importantly, use of this tape provides some measure of assurance Facilities and Units are kept abreast of recent accidents and accident trends in terms of countermeasure applications.									
Reference/Authority: NG CIR 385-95, paragraphs 3-4a, and 7-2c(1); NGR 385-10, para. 2-2a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-40(2). (ICP question AS.04.15.2) Do Facility files reflect dates, subjects, speakers, and attendance of the monthly safety training?</b>									
Discussion: Read <i>briefings</i> .									
Reference/Authority: NGR 385-10, para. 2-2a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-40(3). (ICP question AS.04.15.3) Do safety meetings discuss ground safety programs such as falls, back injury, seat belt use, etc.?</b>									
Discussion: These are typical to "Ground" topics, but are often common to all Facility personnel.									
Reference/Authority: NG CIR 385-95, Table 3-2; NGR 385-10, para. 2-2a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-40(4). (ICP question AS.04.15.4) Has the Commander provided adequate safety training for new employees, and is it documented?</b>									
Discussion: Not just Right-to-Know training, but the expanded "cook's tour", to include all hazards and methods of normal operation.									
Reference/Authority: DA Pam 385-1 (Small Unit Safety Officer/NCO Guide), page 2-3; 29 CFR 1960 (Basic Program Elements for Federal Employee Occupational Safety and Health Programs and Related Matters), para. 59.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-40(5). (ICP question AS.04.15.5) Does the Commander attend and participate in scheduled safety training?</b>									
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Discussion: Not just bodily attendance, but consider the effect of a Commander's topical emphasis.									
Reference/Authority: 29 CFR 1960.54, .55; NG CIR 385-95, para. 3-4a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4o(6). (ICP question AS.04.15.6) Are the safety matters discussed during Safety Council meetings presented at Facility safety meetings?</b>									
Discussion: This is a key connection between decision-making body and the environment to which these decisions and policy changes apply.									
Reference/Authority: AR 385-95, para. 3-4e.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-4p. (ICP question AS.04.16) Are records of periodic FOD inspections documented?</b>									
Discussion: Also reference questions F-2b(15) and F-4d(6)(m)1 regarding use and performance of these surveys. Also reference AC 150/5380-5B.									
Reference/Authority: AR 385-95, para. C-2c(4)(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 5 and subsequent text continued on next page.)



**F-5. Section 5: POL Facilities and Operations.**

This section contains 57 questions, in two subsections. When used as an ASAAPS, no fewer than 25 percent (15, reflecting rounding to the next whole number of questions in each subsection) of the applicable questions in this section shall be asked/answered. Reference each subsection preamble for the minimum number of questions to be asked/answered therein.

**F-5a. Administration.**

This subsection contains 12 questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

**F-5a(1). (ICP question AS.05.1) Has an SOP been developed for:**

<b>F-5a(1)(a). (ICP question AS.05.A.1.1) Forward area refueling and rearming?</b>									
Discussion: This section should entail the discussion POL operations not discussed elsewhere in the SOP (such as Aircraft Maintenance procedures, Maintenance shop operations or HAZMAT handling). Also reference FM 5-415.									
Reference/Authority: AR 385-95, para. 3-31.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(1)(a)i. (ICP question AS.05.A.1.1.1) POL Fire Fighting Techniques?</b>									
Discussion: Priorities for extinguishing should be clearly established and the techniques that will be applied to each situation – including a rolling petroleum fire (such as that inherent to a fuel tanker that is aflame).									
Reference/Authority: FM 10-67-1, Chapter 19; FM 5-415, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(1)(a)ii. (ICP question AS.05.A.1.1.2) A fire-fighting plan been developed for refuel operations?</b>									
Discussion: This requirement deals with the details of who will perform what specific functions in the event of a POL-related fire, rather than the mechanics of how a fire is contained and extinguished.									
Reference/Authority: FM 10-67-1, page 2-14; FM 5-415, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(1)(a)iii. (ICP question AS.05.A.1.1.3) Forward Area Refueling Equipment (FARE) procedures?</b>									
Discussion: Rather than just a discussion of equipment, the SOP should detail its application based on considerations of local and proficiency of Operators.									
Reference/Authority: FM 10-67-1, Chapter 15.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(2). (former question 5.1.2/ICP question AS.05.A.2) Are only trained personnel authorized to sample and test aviation fuels and operate POL equipment?</b>									
Discussion: These requirements for trained personnel are not limited to only forward refueling operations,									

but those in garrison as well.									
Reference/Authority: FM 10-67-1, page 13-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(3). (ICP question AS.05.A.3) Has the Facility incorporated packaged POL management requirements and procedures into their SOP?</b>									
Discussion: Including management of products to preclude introduction of expired/recalled products into the aircraft; and Prescribed Load List (PLL) requirements for deploying supported units.									
Reference/Authority: AR 710-2 (Inventory Management Supply Policy Below the Wholesale Level), para. C-4; DA Pam 710-2-1 (Using Unit Supply System [Manual Procedures]), para. 12-27.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(4). (ICP question AS.05.A.4) Does the (Facility) SOP prohibit open flames and smoking in flammable and combustible liquids storage areas?</b>									
Discussion: The SOP provides the best evidence of this prohibition. Additionally, signs are required to be posted in the area, as referenced in a later question.									
Reference/Authority: 29 CFR 1910.108(e); FM 5-415, Chapter 5, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(5). (ICP question AS.05.A.5) Does the (Facility) SOP require that all flammable tanks and drums be grounded before liquid is dispensed?</b>									
Discussion: Reference question F-12g(7) regarding ensuring compliance with this section of the code.									
Reference/Authority: 29 CFR 1910.106(e)(6)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(6). (ICP question AS.05.A.6) Are daily DA Forms 3643 (Daily Issues of Petroleum Products), and monthly DA Forms 3644 (Monthly Abstracts of Issues of Petroleum Products and Operating Supplies), maintained to record fuel dispensed?</b>									
Discussion: This is the basic accountability form for receipts and issues at a supply point; and the summary report.									
Reference/Authority: FM 10-67-1, pages 3-1, 3-3, and 3-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(7). (ICP question AS.05.A.7) Is a record maintained of monthly fuel samples taken from fuel trucks (Millipore fuel samples)?</b>									
Discussion: This log should include date sampled, name of person taking the sample, sample source, type of sample, date sample results received, results and remarks.									
Reference/Authority: FM 10-67-1, page 3-30.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-5a(7)(a).</b> (ICP question AS.05.A.7.1) <b>Are the results of analysis recorded?</b>									
Discussion: As discussed above, this information should be captured on the sample log.									
Reference/Authority: FM 10-67-1, page 3-30.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5a(8).</b> (ICP question AS.05.A.8) <b>Are copies of FM 10-67-1 on hand and in sufficient quantities?</b>									
Discussion: Also reference question F-2e (which discusses publications on a larger scale). Additional publications required include: AR 190-51 (Security of Unclassified Army Property [Sensitive and Nonsensitive]); DA Pams 710-2-1 and -2 (Supply Support Activity Supply System: Manual Procedures); FM 3-04.111 (Aviation Brigades); Military (MIL)-Standard (STD)-161F (Military Standard Identification Methods for Bulk Petroleum Products Systems Including Hydrocarbon Missile Fuels); and MIL-Handbook (HDBK)-200G (Military Standardization Handbook: Quality Surveillance Handbook for Fuels, Lubricants, and Related Products). There is so much detail covered by this FM, it would be virtually impossible to set-up and operate a compliant fueling operation without sufficient copies of the document on hand.									
Reference/Authority: FM 10-67-1, Chapter 15.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b: Procedures.**

This subsection contains 45 questions. When used as an ASAAPS, no fewer than 25 percent (12) of the applicable questions in this section shall be asked/answered.

<b>F-5b(1).</b> (ICP question AS.05.B.1) <b>Are the personnel using refueling equipment properly trained and qualified to use it safely?</b>									
Discussion: Different operations, using different equipment, require different training. Records of this training should be on-hand and available for review.									
Reference/Authority: FM 10-67-1, Chapter 2, Section I, and page 16-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(1)(a).</b> (ICP question AS.05.B.1.1) <b>Are records maintained on personnel who have completed a course of instruction on tank vehicle operation?</b>									
Discussion: The requirement does not read a <i>schoolhouse</i> course of instruction – a locally conducted course of instruction, however, should follow a written/published POI.									
Reference/Authority: FM 10-67-1, page 16-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(1)(b).</b> (ICP question AS.05.B.1.2) <b>Is an ongoing training program established to train and refresh POL personnel?</b>									
Discussion: No frequency of instruction is given, however, annually is generally considered to be implied. Like the question above, all training should follow a written/published POI, and records maintained of this									

training. Additionally, a check of Operator's licenses for the equipment involved would be in order.									
Reference/Authority: FM 10-67-1, page 2-1, and Chapter 16, Section II.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(1)(b)i.</b> (ICP question AS.05.B.1.2.1) <b>Does the training program include subjects on the danger of static electricity and fire, fire fighting techniques, protective clothing requirements and purpose, and precautions against, and control of, fuel spills?</b>									
Discussion: This training also encompasses first aid and emergency safety procedures. Also reference FM 5-415, AR 200-2 (Environmental Effects of Army Actions), and FM 3-100.4.									
Reference/Authority: FM 10-67-1, page 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(1)(c).</b> (ICP question AS.05.B.1.3) <b>Are sufficient personnel available to perform aircraft refueling?</b>									
Discussion: Three for hot refueling and two for cold refueling. Also reference FM 3-04.111.									
Reference/Authority: FM 10-67-1, pages 15-6, and 16-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(2).</b> (ICP question AS.05.B.2) <b>Are dispensing hoses and nozzles inspected daily?</b>									
Discussion: This should follow a published checklist, and a record of the inspection maintained. This includes checking the hose cover, couplings, testing the hoses and checking nozzle screens.									
Reference/Authority: FM 10-67-1, pages 14-6, and 16-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(3).** (ICP question AS.05.B.3) **Are the following proper uniforms and safety equipment available and used:**

<b>F-5b(3)(a).</b> (ICP question AS.05.B.3.1) <b>Gloves?</b>									
Discussion: Reference Common Table of Allowances (CTA) 50-900 (Clothing and Individual Equipment). These must be fuel-resistant gloves, used instead of leather gloves and aircrew fire-retardant gloves.									
Reference/Authority: FM 10-67-1, Table 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(3)(b).</b> (ICP question AS.05.B.3.2) <b>Eye protection?</b>									
Discussion: Reference CTA 50-900. These are specifically goggles, rather than a faceshield and/or safety glasses. The FM has a caveat for use of particular types of goggles used with particular types of helmets, as well.									
Reference/Authority: FM 10-67-1, Table 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-5b(3)(c). (ICP question AS.05.B.3.3) Long sleeve fatigues or garments?</b>									
Discussion: No special uniform is specified, although there is a prohibition against wool sweaters or other wool or nylon items, since they cause static electricity.									
Reference/Authority: FM 10-67-1, Table 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(3)(d). (ICP question AS.05.B.3.4) Boots?</b>									
Discussion: Not "Technician shoes". These are fuel-resistant safety boots that should be worn in lieu of any other type of boot.									
Reference/Authority: FM 10-67-1, Table 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(3)(e). (ICP question AS.05.B.3.5) Earplugs?</b>									
Discussion: Either hearing protection ear plugs, or earmuffs.									
Reference/Authority: FM 10-67-1, Table 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(4). (ICP question AS.05.B.4) Are safe operating procedures observed?</b>									
Discussion: Although a somewhat subjective question, rephrased, this question could ask, "Is the Facility following the procedures outlined in FM 10-67-1, and the SOP?" Also reference FM 1-300, Chapter 4.									
Reference/Authority: FM 10-67-1, page 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(5). (ICP question AS.05.B.5) Is carrying of ignition sources prohibited?</b>									
Discussion: Including flashlights that are other than explosion-proof. While this question could have been placed in the SOP section of this checklist, this question deals more specifically with the practice of the requirement. Heating stoves, electrical tools (regardless of Underwriters Laboratory [UL]-rating), or other such apparatus in petroleum storage and work areas are prohibited. A recent practice adapted by some POL Handlers is to use a lip light on an SPH-4 helmet microphone boom – again, prohibited due to the lack of explosion-proof(ness) of the lip light.									
Reference/Authority: FM 10-67-1, Table 2-1; FM 5-415, Chapter 5, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(6). (ICP question AS.05.B.6) Do personnel know procedures to take in the event fuel spills on their clothes?</b>									
Discussion: This is the functional test of knowledge of the procedures covered in the SOP. Also reference FM 1-300, Chapter 6.									

Reference/Authority: FM 10-67-1, Tables 2-2, and 2-3, and page 2-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(7). (ICP question AS.05.B.7) Are fuel dispensing vehicles properly marked?</b>									
Discussion: As to type of vehicle, HAZMAT diamonds/DoD placards, emergency shutoff valve identification, etc. Also reference MIL-STD-161F.									
Reference/Authority: FM 10-67-1, page 2-14; AR 385-55, para. 2-13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(8). (ICP question AS.05.B.8) Do Fuel Handlers use a pre-printed/written checklist to perform tank fuel vehicle pre-operational checks?</b>									
Discussion: This is not simply the motor stable check of the vehicle, but encompasses document and other equipment checks. Also reference FM 3-04.111; and FM 1-300, Chapter 6.									
Reference/Authority: FM 10-67-1, Appendix D.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(9). (ICP question AS.05.B.9) Are the following items specifically reviewed in the checklist:**

<b>F-5b(9)(a). (ICP question AS.05.B.9.1) Fuel leakage not evident?</b>									
Discussion: Drainage tubs or containers are to be placed under hose connections, faucets, and similar equipment. Leaks are to be repaired at once. Defective hoses, gaskets, and faucets are to be replaced at once. Also reference 49 CFR, Chapter I, Subchapter A (Hazardous Materials and Oil Transportation).									
Reference/Authority: FM 10-67-1, Tables 2-1, and 2-2, page 16-3, and Appendix D.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(b). (ICP question AS.05.B.9.2) Exhaust and spark arrestor system?</b>									
Discussion: Flame and spark arrestors are to be installed on all equipment in or near petroleum storage areas. Also reference 49 CFR, Chapter I, Subchapter A.									
Reference/Authority: FM 10-67-1, Table 2-1; AR 385-55, para. 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(c). (ICP question AS.05.B.9.3) Serviceable tires?</b>									
Discussion: Examine for excess wear, deep cuts, or exposed cords. Additionally, wheel hubs should be checked for correct positioning of axle locks, apparent tightness of nuts/bolts; and presence of any leakage. Also reference 49 CFR, Chapter I, Subchapter A.									
Reference/Authority: AR 385-55, para. 2-7a(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(d). (ICP question AS.05.B.9.4) Fire extinguishers, grounding cables, and chocks present, serviceable and properly utilized?</b>									
Discussion: Not just the presence of a fire extinguisher, but its serviceability, and correct type and weight. Chocks are a Federal requirement. Also reference 49 CFR, Chapter I, Subchapter A.									
Reference/Authority: AR 385-55, para. 2-16.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(e). (ICP question AS.05.B.9.5) Fuel filters changed every 24 months and the date stenciled on the filter cage?</b>									
Discussion: Also reference TM 5-4330-217-12 (Operator's and Organizational Maintenance Manual [Including Repair Parts and Special Tools List] for Filter Separator, Liquid Fuel, 100 GPM, Frame Mounted).									
Reference/Authority: FM 10-67-1, page 15-1, Chapter 21, and page 13-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(f). (ICP question AS.05.B.9.6) A 100-mesh screen in the nose of the nozzle?</b>									
Discussion: Also reference FM 10-67-1, pages 3-30, and 3-31 for additional fuel contamination considerations.									
Reference/Authority: FM 10-67-1, Chapter 23, and page 14-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(g). (ICP question AS.05.B.9.7) Are filter effectiveness samples being submitted to an authorized laboratory for analysis of sediment?</b>									
Discussion: This refers to the 30-day checks.									
Reference/Authority: FM 10-67-1, page 13-4; AR 710-2, paragraphs C-4 and C-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(h). (ICP question AS.05.B.9.8) Filter separator pressure differential readings maintained?</b>									
Discussion: This is recorded on a daily record. With new clean filter elements, the pressure differential is usually 2.5 pounds per square inch (psi) or less. It should increase slowly and gradually.									
Reference/Authority: FM 10-67-1, page 13-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(9)(i). (ICP question AS.05.B.9.9) Pressure gages verified by test at least once annually and records maintained?</b>									
Discussion: The appropriate intermediate Direct Support (DS), intermediate (General Support [GS]), unit maintenance, or directorate of logistics personnel must perform this check. A record of this check must be kept either by marking the indicator gage or by keeping a logbook.									
Reference/Authority: FM 10-67-1, page 13-4.									
Yes		No		HAZLOG No.		N/A		Comment	

							(See Below)	
Comment:								

**F-5b(9)(j). (ICP question AS.05.B.9.10) The automatic water dump valve open while refueling aircraft or circulating fuel?**

Discussion: Activation of this valve system may require additional attention by the Operator.

Reference/Authority: FM 10-67-1, Chapter 14.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(9)(k). (ICP question AS.05.B.9.11) Are monthly inspections conducted on ground wires to include pull tests and resistance test?**

Discussion: The requirements for ground points and ground wires/cables are similar. Also reference FM 10-67-1, page 2-11.

Reference/Authority: TM 1-1500-204-23-1, paragraphs 2-6f, and 3-4d.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(9)(l). (ICP question AS.05.B.9.12) Is the Detector kit, water (Aqua-glo Test) National Stock Number (NSN) 6640-00-892-2264 on hand and being used properly?**

Discussion: This section of the FM describes the kit and its usage.

Reference/Authority: FM 10-67-1, page 13-5, Appendix E.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(9)(li). (ICP question AS.05.B.9.12.1) Do personnel know what action to take should the test fail?**

Discussion: The actions for retest and removing the fuel and refueler/fuel system out of service are very clear.

Reference/Authority: FM 10-67-1, page E-6.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(10). (ICP question AS.05.B.10) Are vehicle parking areas properly maintained and regularly inspected?**

Discussion: Refueling vehicles.

Reference/Authority: FM 10-67-1, pages 2-12 through 2-13.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(10)(a). (ICP question AS.05.B.10.1) Marked *NO SMOKING WITHIN 50 FEET*?**

Discussion: Signs (on the vehicles themselves) that prohibit ignition sources should suffice.

Reference/Authority: FM 10-67-1, Table 2-3.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-5b(10)(b).** (ICP question AS.05.B.10.2) **Refueling vehicles are parked a minimum of 25 feet apart and at least 25 feet from the nearest building that has windows or doors on the sides that face the vehicle park?**

Discussion: Tankers are required to be spaced 25 feet between one another – although 100 feet is desirable. A lack of proper reading of this requirement has caused some States to spend money in creating parking spaces with containment systems with only ten-foot separations, only to have to tear them out, and reconstruct them to standard. An option to this – if found to be the case – is to seek a DA waiver or exception to policy, a copy of which must be maintained and presented during inspections. Clearly, the lower-risk option is to take extra measure in the research of this criteria, and construct parking spaces with the adequate spacing.

Reference/Authority: FM 10-67-1, pages 2-12, and 24-25.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(10)(c).** (ICP question AS.05.B.10.3) **Are tank and pump units properly mounted and tied down using brackets?**

Discussion: The specific requirement is for using brackets and not the cargo tie-down rings.

Reference/Authority: FM 10-67-1, page 24-2.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(11).** (ICP question AS.05.B.11) **Are packaged and bulk POL products properly stored by product, date of pack, and batch/lot number so the oldest can be used first?**

Discussion: Reference the following sub-questions.

Reference/Authority: FM 10-67-1, pages 3-6 and 28-7.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(11)(a).** (ICP question AS.05.B.11.1) **Is adequate protection provided from the outside elements and the ground free of POL spillage?**

Discussion: This question asks as much about environmental concerns as it does cleanliness of the operation. Also reference AR 200-2, FM 3-100.4, and TM 5-805-6 (Joint Sealing for Buildings).

Reference/Authority: FM 10-67-1, Chapter 1, and page 15-13.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-5b(11)(b).** (ICP question AS.05.B.11.2) **Does POL storage area have adequate dikes?**

Discussion: This from the standpoint of vapor collection and preclusion of a spill reaching a stream, river, wetland, etc. Also reference TM 5-805-6.

Reference/Authority: FM 10-67-1, page 15-15.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(11)(c).</b> (ICP question AS.05.B.11.3) <b>Are products identifiable by stencils on the outside of drums or boxes?</b>									
Discussion: There are varying standard for HAZMAT identification, flammability standards, and MSDS-oriented considerations.									
Reference/Authority: FM 10-67-1, Appendix H; AR 750-1 (Army Materiel Maintenance Policy and Retail Maintenance Operations), para. 4-41d(11).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(11)(d).</b> (ICP question AS.05.B.11.4) <b>Are products with past expiration dates re-tested or removed from inventory?</b>									
Discussion: This question requires a discussion of the DoD Quality Status List (QSL), and a determination of their use to preclude either using expired products or disposing of POL products which are perfect suitable for use.									
Reference/Authority: FM 10-67-1, Chapter 28, Section III; AR 710-2, para. C-4b(3); DA Pam 710-2-1, para. 12-27.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(11)(e).</b> (ICP question AS.05.B.11.5) <b>Are buildings used for storage properly marked?</b>									
Discussion: With regard flammable stickers and HAZMAT diamonds. Also reference FM 5-415, TM 5-823-4. A common mistake here is to post HAZMAT diamonds, but have no characters in the four fields denoting what the hazard actually is.									
Reference/Authority: AR 420-90, para. 6-5a; FM 10-67-1, page 24-24.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(11)(f).</b> (ICP question AS.05.B.11.6) <b>Are adequate numbers and types of fire extinguishers available?</b>									
Discussion: A carbon dioxide fire extinguisher is required at each pump, collapsible tank, receiving and issuing point, can and drum cleaning and filling area, and packaged product storage area. Also reference FM 5-415 and TM 5-315.									
Reference/Authority: FM 10-67-1, pages 2-14, and 2-15, and Table 2-8; AR 420-90, para. 7-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(12).</b> (ICP question AS.05.B.12) <b>Are bulk storage facilities properly maintained and regularly inspected?</b>									
Discussion: Reference the following sub-questions.									
Reference/Authority: FM 10-67-1, page 28-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(12)(a).</b> (ICP question AS.05.B.12.1) <b>Are contents of tanks properly marked?</b>									
Discussion: For contents, flammability and HAZMAT diamonds. Also reference MIL-STD-161F.									

Reference/Authority: FM 10-67-1, page 24-24.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(12)(b).</b> (ICP question AS.05.B.12.2) <b>Are dispensing units serviceable and free of fuel leaks?</b>									
Discussion: This question encompasses all equipment used in the dispensing of fuel.									
Reference/Authority: FM 10-67-1, Chapter 14, and Table 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(12)(c).</b> (ICP question AS.05.B.12.3) <b>Are emergency control valves in operational condition to cut off fuel flow in an emergency?</b>									
Discussion: Although these handles are often treated as “don’t touch”, they require periodic testing to ensure performance at a crucial moment.									
Reference/Authority: FM 10-67-1, Table 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-5b(12)(d).</b> (ICP question AS.05.B.12.4) <b>Are MSDSs on-hand in the bulk storage area?</b>									
Discussion: Because of the remoteness of the bulk storage area from the remainder of the facility, the law implies that MSDSs should be available in the bulk storage area – not just in a library or book rack that may take too much time to reach to be of any value.									
Reference/Authority: FM 10-67-1, Appendix N; 29 CFR 1910.1200.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 6 and subsequent text continued on next page.)

**F-6. Section 6: Aviation Life Support Equipment (ALSE).**

This section contains 48 questions. When used as an ASAAPS, no fewer than 25 percent (12) of the applicable questions in this section shall be asked/answered.

<b>F-6a. (ICP question AS.06.1) Has an SOP been developed for ALSS?</b>									
Discussion: Including Corrosion Prevention Control (CPC), PLL procedures, provisions for deploying supported units, etc.									
Reference/Authority: AR 385-95, para. 3-3m.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6b. (ICP question AS.06.2) Are an ALSO and NCO appointed on orders?</b>									
Discussion: The term <i>NCO</i> normally implies <i>Technician</i> within the context of a Facility.									
Reference/Authority: AR 95-1, para. 8-13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6c. (ICP question AS.06.3) Are personnel performing maintenance on ALSE H2 or Q2 school-trained?</b>									
Discussion: The requirement states <i>should</i> and indicates graduation from the U.S. Air Force C3AABR92230-000, U.S. Navy LSE C-602-2010, or U.S. Army 860-ASIQ2 course(s). While the absence of such a <i>school-trained</i> person would be noteworthy, it would not be a <i>deficiency</i> , as such. However, Facilities should seriously consider filling this training quota as a priority.									
Reference/Authority: AR 95-1, para. 8-14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6c(1). (ICP question AS.06.3.1) Is the ALSE Specialist aware of the U.S. Army ALSE Retrieval Program?</b>									
Discussion: Some reference to this program should be made in the Facility SOP.									
Reference/Authority: DA Pam 385-40, para. 2-5b(3)(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6c(2). (ICP question AS.06.3.2) Have Standard Forms (SF) 368 (Product Quality Deficiency Report) (PQDRs), been initiated on ALSE malfunctions?</b>									
Discussion: These are key components in improving the performance of ALSE, and may serve as indicators of the level of attention paid to the performance of inspections. Additionally, copies should be sent to the Safety Officer.									
Reference/Authority: FM 1-508, paragraphs 2-27, and 5-1, and Chapter 7; DA Pam 738-751, para. 3-10; AR 95-1, para. 8-17b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6d. (ICP question AS.06.4) Does the ALSO provide input into the annual budget for ALSE requirements (materials, parts, training)?</b>									
Discussion: A copy of this should be available for review and a copy sent to the cognizant Safety Officer for MARKS file posting (beyond that maintained by the ALSO).									
Reference/Authority: AR 95-1, para. 8-1i(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6e. (ICP question AS.06.5) Has the ALSO established an annual ALSE training program for all crewmembers?</b>									
Discussion: Prior to initial flight training and at least once annually, Commanders will ensure all aircrew personnel are adequately trained in the operation, use, and operator maintenance of ALSE; in addition to techniques of survival.									
Reference/Authority: AR 95-1, paragraphs 8-1I(2), and 8-15; FM 1-508, para. 2-18.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6e(1). (ICP question AS.06.5.1) Are all passengers and crewmembers briefed on at least the following items that may affect safety or mission completion: Emergency exits, life support systems and equipment, emergency and abandon aircraft signals, survival equipment, and special instructions?</b>									
Discussion: Also reference AC 91-32B.									
Reference/Authority: FM 1-400, Appendix D.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6e(2). (ICP question AS.06.5.2) Is required survival gear for the mission, topographic and climatic conditions available and used by crewmembers?</b>									
Discussion: <i>Required</i> speaks to that delineated in CTA 50-900.									
Reference/Authority: AR 95-1, para. 8-1e.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f. (ICP question AS.06.6) Does the Facility have an adequate system for accountability and control of ALSE?</b>									
Discussion: Regarding accountability, inventory, and receipting procedures.									
Reference/Authority: FM 1-508, para. 2-30.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(1). (ICP question AS.06.6.1) Is the ALSE area constructed and equipped IAW FM 1-508?</b>									
Discussion: With regard to limited access, precluding sun and other elements exposure, infestation from insects and rodents, lighting, cleanliness, etc. Also reference NGR 415-10 (Army National Guard Facilities Construction).									
Reference/Authority: FM 1-508, paragraphs 2-6 through 2-12.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(1)(a).</b> (ICP question AS.06.6.1.1) <b>Does the Facility NVG maintenance work area meet the site, shelter, and equipment setup requirements?</b>									
Discussion: This is a more specific sub-question of the one above.									
Reference/Authority: FM 1-508, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(1)(b).</b> (ICP question AS.06.6.1.2) <b>Are the appropriate test sets and special tools available for the appropriate level of maintenance being performed?</b>									
Discussion: These include both common and special tools. Specific tools may have unique limitations placed upon them (such as, grounding criteria).									
Reference/Authority: FM 1-508, Appendix C.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(2).</b> (ICP question AS.06.6.2) <b>Are ALSE records (that are required to control maintenance and manage ALSE) adequately maintained?</b>									
Discussion: Operational records, Maintenance records, Materiel condition tags and labels, and ALSE records. Also reference AR 25-400-2 (The Army Record Management System [ARIMS]).									
Reference/Authority: FM 1-508, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(3).</b> (ICP question AS.06.6.3) <b>Are pyrotechnics being stored, inventoried and utilized correctly?</b>									
Discussion: Including containment and marking. Also reference AC 91-58A (Use of Pyrotechnic Visual Distress Signaling Devices in Aviation).									
Reference/Authority: AR 190-11, para. 5.8c1a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6f(4).</b> (ICP question AS.06.6.4) <b>Does the ASO, Commander, and Flight Surgeon visit the ALSE shop at least quarterly?</b>									
Discussion: As evidenced by entry in the ALSE Shop Visitor's Log.									
Reference/Authority: NG CIR 385-95, para. 6-1a(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6g.</b> (ICP question AS.06.7) <b>Do crewmembers comply with the requirements for wearing protective clothing (that is, fire retardant clothing – sleeves rolled down, flying gloves, helmet, and leather</b>									
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<b>boots)?</b>									
Discussion: The issue of mandating sleeves down while flying is not addressed in regulation, but makes good sense.									
Reference/Authority: AR 95-1, para. 8-9c; AR 670-1 (Wear and Appearance of Army Uniforms and Insignia), Chapter 11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6h. (ICP question AS.06.8) Are protective helmets:**

<b>F-6h(1). (ICP question AS.06.8.1) Inspected for proper fit and serviceability?</b>									
Discussion: Called <i>Maintenance Inspections</i> , these functions are performed by a variety of personnel. Also reference TM 10-8415-206-12&P (Operator's and Organizational Maintenance Manual Including Repair Parts and Special Tools List Helmet, Flyer's Protective, SPH-4), and TM 1-8415-216-12&P, Operator's and Aviation Unit Maintenance Manual Including Repair Parts and Special Tools List - Helmet System, Aircrew Integrated, HGU-56/P).									
Reference/Authority: FM 1-508, para. 2-21.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6h(2). (ICP question AS.06.8.2) Inspected at proper intervals?</b>									
Discussion: Also reference TM 10-8415-206-12&P, and TM 1-8415-216-12&P. These include preflight, postflight, special, initial acceptance, turn-in, serviceable parts, Commander's, and Operator maintenance inspections.									
Reference/Authority: FM 1-508, para. 2-21; AR 95-1, paragraphs 8-16 through 8-18; AR 385-95, para. 1-6L.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6h(3). (ICP question AS.06.8.3) Are replacement parts on hand?</b>									
Discussion: Also reference TM 10-8415-206-12&P, and TM 1-8415-216-12&P. Note that there is no official PLL for ALSE repair parts.									
Reference/Authority: FM 1-508, paragraphs 6-8, and 6-12 through 6-16.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6i. (ICP question AS.06.9) Are individual survival vests:**

<b>F-6i(1). (ICP question AS.06.9.1) For all rotary wing flights, are all crewmembers wearing survival vests?</b>									
Discussion: CNGB may waive this requirement for multiengine airplanes. OSACOM Detachments enjoy this waiver.									
Reference/Authority: AR 95-1, para. 8-12a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6i(2). (ICP question AS.06.9.2) Are vests maintained and inspected at required intervals?</b>									
Discussion: Also reference TM 55-1680-317-23&P (Aviation Unit and Aviation Intermediate Maintenance Manual with Repair Parts and Special Tools List Army Aircraft Survival Kits).									
Reference/Authority: FM 1-508, para. 2-21; AR 95-1, paragraphs 8-16 through 8-18; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6i(3). (ICP question AS.06.9.3) Are replacement items available for the vest?</b>									
Discussion: Although some items, such as PRC-90 and strobe batteries are chronically on shortage, many other items are readily available through channels, and little excuse exists for their not being on-hand in the ALSE shop. This question should also spawn a discussion of Prescribed Load Lists (PLLs) and conveyance of unit ALSE materiel upon deployments or extended exercises.									
Reference/Authority: FM 1-508, paragraphs 6-8 and 6-12 through 6-16.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6i(3)(a). (ICP question AS.06.9.3.1) Are signal kit flares for vests maintained in a serviceable condition, and traceable and controlled by lot number?</b>									
Discussion: Training flares have a use in the academic environment, but little application in a vest actually issued to an aircrewmember. For this reason, the flares must be traceable by lot number throughout their service life, and the launch/firing projector must be serviceable.									
Reference/Authority: TM 9-1370-206-10 (Pyrotechnic Signals), page 25; TB 9-1300-385 (Munitions Restricted or Suspended), para. 1-5; TM 55-1680-317-23&P, page 2-23.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6i(4). (ICP question AS.06.9.4) Are crewmembers instructed annually in the use of survival equipment?</b>									
Discussion: As with all other classes/briefings, a copy of the roster, and accompanying POI/Lesson Plan or like-outline should suffice as evidence of compliance. Also reference CTA 50-900, and TM 55-1680-317-23&P.									
Reference/Authority: FM 1-508, para. 7-1; AR 95-1, para. 8-15.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6j. (ICP question AS.06.10) Regarding Survival Radios:**

<b>F-6j(1). (ICP question AS.06.10.1) Is there at least one operable survival radio on board all aircraft during all flights?</b>									
Discussion: Each aircraft crewmember will be equipped with a survival radio when available. For multiengine airplanes where the requirements for survival vests has been waived, a minimum of two survival radios will be carried at all times on board the aircraft. Without a specific requirement for at least one survival radio to be on board rotary wing aircraft, NGB-AVS-SA submitted a DA Form 2028 on 28 June 2000 against AR 95-1 to stipulate a minima of at least one.									
Reference/Authority: AR 95-1, para. 8-12b; FM 1-508, Figure A-1.									



Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6j(2). (ICP question AS.06.10.2) Are battery and radio test sets available?</b>									
Discussion: <i>Available</i> does not necessarily mean on the Facility TDA/MTOE. Many Facilities use the sets available at a local Air Force Base (AFB) or Naval Air Station (NAS), or order service through an AVCRAD. In such circumstances, the use of such equipment should be acknowledged on an MOA/MOU.									
Reference/Authority: FM 3-04.500, Appendix C.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6j(3). (ICP question AS.06.10.3) Are periodic maintenance checks performed on the radios?</b>									
Discussion: Depending on the type of check performed.									
Reference/Authority: AR 95-1, para. 8-17a; FM 1-508, Figure A-1; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6k. (ICP question AS.06.11) Regarding Aircraft Survival Kits:**

<b>F-6k(1). (ICP question AS.06.11.1) Is there a minimum of one survival kit on board the aircraft for all flights?</b>									
Discussion: Some discussion may be warranted regarding types of kits (such as, hot weather versus cold weather kits). The exact requirement reads that all Army aircraft will carry appropriate survival kits for all crewmembers appropriate to the geographical areas in which flight will be conducted.									
Reference/Authority: AR 95-1, para. 8-12c; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6k(2). (ICP question AS.06.11.2) Are kits placed in aircraft (not under seats) in an area accessible to crew and passengers?</b>									
Discussion: This deals with authorized use of aircraft space and accounting for its weight and moment (not to mention accessibility).									
Reference/Authority: TM 55-1500-342-23 (Army Aviation Maintenance Engineering Manual – Weight and Balance), Chapter 2; AR 95-1, para. 7-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6k(3). (ICP question AS.06.11.3) Are kits inspected periodically?</b>									
Discussion: A detailed discussion may be warranted regarding component tracking within the kits.									
Reference/Authority: AR 95-1, para. 8-17a; FM 1-508, para. 2-5; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6k(4). (ICP question AS.06.11.4) Are replacement items available?</b>									
Discussion: See the discussion in question F-6i(3) regarding availability.									
Reference/Authority: AR 95-1, para. 8-17a; FM 1-508, Figure A-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6l. (ICP question AS.06.12) Regarding Seat/Safety Belts and Harnesses:**

<b>F-6l(1). (ICP question AS.06.12.1) Available for all passengers and crew?</b>									
Discussion: Waiver authority is granted no lower than two-star General Officer.									
Reference/Authority: AR 95-1, para. 8-11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6l(2). (ICP question AS.06.12.2) Used during flight?</b>									
Discussion: Passengers shall be in seats and restrained by seatbelts and, if installed, shoulder harness during takeoffs, landings, and turbulence; patients on litters will be restrained by litter restraining straps during takeoffs, landings, and turbulence; crewmembers will wear a properly adjusted seatbelt and shoulder harness when at the controls.									
Reference/Authority: AR 95-1, para. 8-11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6l(3). (ICP question AS.06.12.3) Is safety harness used by crewmembers/non-Crewmembers during hazardous operations when seat belt is not practical?</b>									
Discussion: An approved restraining harness will be worn instead of seatbelts when required by mission.									
Reference/Authority: AR 95-1, para. 8-11c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6m. (ICP question AS.06.13) Are Life Preservers/Rafts/Helicopter Air Breathing Device (HABD [SRU 40 B/P] – of which, the Helicopter Emergency Egress Device [HEED]) (bottles) is one type:**

<b>F-6m(1). (ICP question AS.06.13.1) Used for flights over water beyond gliding distance of land?</b>									
Discussion: Although the HABD bottle is not a requirement (beyond local SOP), reference to it is included here. This question is applicable to all survival equipment. Also reference TM 5-4220-202-14 (Maintenance Instructions with Parts Breakdown: USAF Floatation Equipment [TO 14S-1-102]), and AC 120-47 (Survival Equipment for Use in Overwater Operations).									
Reference/Authority: AR 95-1, para. 8-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6m(2). (ICP question AS.06.13.2) Inspected and maintained IAW the applicable TM?</b>									
Discussion: As with all ALSE. Also reference AC 120-47.									

Reference/Authority: AR 95-1, para. 8-17a; FM 1-508, Figure A-1; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6n. (ICP question AS.06.14) Are aircraft first aid kits maintained IAW current regulations?</b>									
Discussion: A sample first aid kit inspection record form is found on page D-1 of FM 1-508.									
Reference/Authority: FM 1-508, para. 2-21, and Appendix D; AR 95-1, para. 8-17a; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6o. (ICP question AS.06.15) Does the life support equipment publications reference file include current publications appropriate to equipment and mission?</b>									
Discussion: As discussed earlier, there are several questions that ask about specific reference libraries other than those in Operations or that the ASO maintains – this is one of those files/libraries.									
Reference/Authority: FM 1-508, paragraphs 2-28 and 2-29.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6o(1). (ICP question AS.06.15.1) Does the Facility maintain a file containing all current NVG messages, TMs, TBs and other related NVG publications?</b>									
Discussion: This key publication reference/authority is regularly updated to reflect current references, among other important functions.									
Reference/Authority: ASAM GEN-01-ASAM-03, para. 12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-6p. (ICP question AS.06.16) NVD Systems:**

<b>F-6p(1). (ICP question AS.06.16.1) Has the Commander appointed AVUM-level maintainers (on Facility orders)?</b>									
Discussion: Personnel with the MOS of 68N (or 15-series equivalent) are authorized to perform AVUM maintenance on AN/AVS-6 (ANVIS). Commanders may also assign maintenance responsibility to any qualified individual assigned to their unit, civilian or military.									
Reference/Authority: ASAM GEN-01-ASAM-03, para. 8G.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(1)(a). (ICP question AS.06.16.1.1) Are the Maintainers properly trained?</b>									
Discussion: Subparagraph 8i(3) details sustainment training to be conducted IAW FMs 7-0 (Training the Force), 25-101 (Battle Focused Training), and local SOP, at least annually. Initial qualification is clearly delineated in the ASAM, and includes prerequisite MOS(s), and specialized subjects. All training documentation must be available for review.									
Reference/Authority: ASAM GEN-01-ASAM-03, para. 8G.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(2).</b> (ICP question AS.06.16.2) <b>Are limited Technical Inspectors designated in writing by the Commander specifying which tasks the individual is authorized to inspect?</b>									
Discussion: Also reference FM 3-04.500.									
Reference/Authority: DA Pam 738-751, para. 1-24.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(3).</b> (ICP question AS.06.16.3) <b>Are ANVIS logbooks properly maintained and contain all required forms with appropriate entries?</b>									
Discussion: This includes the DA Form 2408-30 (NVG Inspection and Maintenance Record).									
Reference/Authority: DA Pam 738-751, para. 5-14; and ASAM GEN-01-ASAM-03, para. 8K.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(4).</b> (ICP question AS.06.16.4) <b>Are six-month inspections performed within the allowable period?</b>									
Discussion: And other inspections, as required.									
Reference/Authority: FM 1-508, Chapter 2; and ASAM GEN-01-ASAM-03, para. 8K.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(5).</b> (ICP question AS.06.16.5) <b>Are ALSE personnel (who have been properly trained and certified by the NVG AVIM Trainer) completing ANVIS visor mount continuity checks every 120 days and recording them on a DA Form 2408-22 (Helmet and Oxygen Mask/Connector Inspection Record)?</b>									
Discussion: Also reference DA Pam 738-751, figure 5-4.									
Reference/Authority: DA Pam 738-751, para. 5-6; and ASAM GEN-01-ASAM-03, para. 8K.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6p(6).</b> (ICP question AS.06.16.6) <b>Do two experienced NVG-qualified pilots, appointed in writing by the Commander, perform distortion tests?</b>									
Discussion: The requirement is for two experienced ANVIS/NVG pilots to sign-off the NVG distortion test.									
Reference/Authority: DA Pam 738-751, para. 5-14c(3); and ASAM GEN-01-ASAM-03, para. 8G.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-6q.</b> (ICP question AS.06.17) <b>Are periodic maintenance checks performed on (the) Emergency</b>									
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<b>Locator Transmitters (ELTs), and are they maintained in serviceable and functional condition?</b>									
Discussion: Funding for the maintenance of ELTs is not centralized. As such, some Facilities ship their ELTs to the manufacturer or authorized contractor for periodic service and warranty renewal – a desirable process considering the specialized circuitry involved; and others maintain them internally. The latter has resulted in at least one ELT failure during a Class A ARNG Aviation accident, resulting in substantial delays in dispatching medical assistance to the injured Pilots.									
Reference/Authority: AR 95-1, para. 8-17a; FM 1-508, figure A-1; AR 385-95, para. 1-6l.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 7 and subsequent text continued on next page.)

**F-7. Section 7: Aviation Medicine.**

This section contains 11 questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this section shall be asked/answered.

<b>F-7a. (ICP question AS.07.1) Are newly-assigned Flight Surgeons oriented to the Facility's mission and area of operation?</b>									
Discussion: The reference/authority stipulates this requirement for all newly-assigned crewmembers.									
Reference/Authority: TC 1-210, para. 3-5; AR 40-3 (Medical, Dental, and Veterinary Care), para. 3-6f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7b. (ICP question AS.07.2) Does the Flight Surgeon maintain an involvement in the Facility safety program through communication with the Facility, Facility and Unit Commanders and Safety Officers on medical issues affecting the safety of Facility (and Unit) personnel?</b>									
Discussion: This requirement places the Flight Surgeon squarely in the business of preventive medicine.									
Reference/Authority: AR 40-5 (Preventive Medicine), Chapter 4; AR 40-8 (Temporary Flying Restrictions due to Exogenous Factors), para. 3c; AR 385-95, para. 1-6g; AR 40-3, paragraphs 3-5 and 3-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7c. (ICP question AS.07.3) Are Aviation Medical personnel knowledgeable in the use, maintenance, and fitting of ALSE?</b>									
Discussion: Aside from physically asking such personnel, evidence of this knowledge may be demonstrated by attendance at a briefing that entails such subjects, some like-activity.									
Reference/Authority: AR 95-1, para. 8-1g.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7d. (ICP question AS.07.4) Is the Flight Surgeon, through actual flight experience, familiar with each type of assigned aircraft?</b>									
Discussion: For most aircraft, this implies the Flight Surgeon physically fly on board at required periodicities. For some aircraft, such as the AH-64, this flight experience will have to be gained by a Combat Mission Simulator (CMS). In no case, should <i>actual flight experience</i> be gained by "reading the manual" or "just watching a video". Flight Surgeons are expected to fly primarily with the Unit(s) they support, and fly in all types of military aircraft and mission profiles in their Units. Aside from flight time minima, the ambiguity of whether <i>Army</i> aircraft are implied, or it is the <i>mission of the Unit</i> that is the point of emphasis. AR 40-3, para. 3-6f(6) recently changed to accommodate some unique needs of FSs serving attack and scout aircraft organizations.									
Reference/Authority: AR 385-95, para. 1-6g; AR 600-105 (Aviation Service of Rated Army Officers), para. 3-10; AR 40-3, para. 3-6f(6).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7e. (ICP question AS.07.5) Is there a continuing Crewmember education program in effect regarding the physiological effects of flight, including: Hypoxia, disorientation, vision, G-forces, self-medication, first aid, physical fitness, and alcohol and drug abuse?</b>									
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Discussion: A YTC may be used to reflect scheduled training. Conducted training would be evidenced by a LOI/Briefing or Course Outline, and roster of attendees.									
Reference/Authority: AR 385-95, para. 1-6; FM 3-04.301 (Aeromedical Training for Flight Personnel), para. 1-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7f. (ICP question AS.07.6) Does the Flight Surgeon have an understanding of their role in the investigation of an aircraft accident or human factors mishap?</b>									
Discussion: Aside from physically asking the Flight Surgeon, evidence of compliance may be demonstrated by reflection of input by the Flight Surgeon in recent Pre-Accident Plan reviews and changes, specific inclusion during a recent Pre-Accident Plan rehearsal, presence during a Safety Council discussion pertaining to the Pre-Accident plan, or some like activity. AR 40-21 (Medical Aspects of Army Aircraft Accident Investigation), also details actions for the Pathologist, and Photographer, which are both often overlooked in the Pre-Accident Plan.									
Reference/Authority: AR 40-21, para. 3c; DA Pam 385-40, para. 2-1c(4); AR 385-95, page 13; AR 40-3, para. 3-5d(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7g. (ICP question AS.07.7) Does the pre-accident plan address accident site hazards such as Advanced Composite Materials (ACMs) and biohazards such as bloodborne pathogens?</b>									
Discussion: The Accident Investigation Kit should also be stocked with such things as Tyvek® jumpsuits, a variety of gloves and respirators or protective masks. Additionally, the SOP should either provide instructions on how to preserve and ship pathological samples (such as, brain, bile, kidney, liver), or refer to a suitable LOI that does. Although most accidents involving ACMs or biohazards will require a Central Accident Investigation (CAI) from Ft. Rucker, the facility will be responsible for preserving the accident scene for the first 12 to 48 hours. Also reference AC 150/5200-12B.									
Reference/Authority: AR 385-95, para. 1-6g; AR 420-90, para. 4-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7h. (ICP question AS.07.8) Have chain-of-custody, testing requirements, and billing procedures been established for utilizing civilian local area hospitals/clinics when obtaining blood/urinalysis testing for Class A, B, and C accidents?</b>									
Discussion: If direct reference is made to a higher headquarters LOI, SOP or regulation, the document should be on-hand and reviewed for adequacy. Also, the SOP should discuss not releasing an aircrew involved in a Class A-C accident until determination has been made of the class of accident, and whether urinalysis, blood or some other medical attention is required. Some States, such as NC, have implemented portable systems to augment their pre-accident plans when operating outside their local flying area. These portable systems were assembled by a comprehensive team (to include their FS), and have been "real-world" tested at least twice with great success.									
Reference/Authority: AR 385-95, para. 1-6g(5) and page 34; NGR 385-10, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7i. (ICP question AS.07.9) Are procedures established whereby the Flight Surgeon advises (the)</b>									
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<b>Commander(s) when an Aircrewmember is/is not medically qualified to fly?</b>									
Discussion: Not just the notation on forms prepared by the Flight Surgeon, but trace of activities to the Commander and how the aircrewmember is notified of changes in their status; to include documentation of this activity.									
Reference/Authority: AR 385-95, paragraph 1-6g(7); AR 40-3, para. 3-8a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7j. (ICP question AS.07.10) Is there a program for the evaluation of non-ionizing radiation hazards with the appropriate medical surveillance?</b>									
Discussion: Including all affected job classifications and the Personal Protective Clothing and Equipment (PPCE) required. Also reference AC 20-68B (Recommended Radiation Safety Precautions for Ground Operation of Airborne Weather Radar), AC 43-3A (Nondestructive Testing in Aircraft), AC 43-7 (Ultrasonic Testing for Aircraft), and AC 120-51C (Crewmember Training on In-flight Radiation Exposure).									
Reference/Authority: AR 11-9 (The Army Radiation Safety Program), para. 1-4g(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-7k. (ICP question AS.07.11) Is a dosimetry program documented?</b>									
Discussion: At many facilities, this program is documented and maintained by a State OHN. The link must be demonstrated to each affected employee – including those exposed to radiation through Non-Destructive Inspections (NDIs), and those working on such systems as the Target Acquisition and Designation System (TADS) for the AH-64.									
Reference/Authority: AR 11-9, para. 1-4d(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 8 and subsequent text continued on next page.)



**F-8. Section 8: Aircrew Training Program (ATP).**

This section contains 40 questions. When used as an ASAAPS, no fewer than 25 percent (ten) of the applicable questions in this section shall be asked/answered.

<b>F-8a. (ICP question AS.08.1) Are newly assigned Pilots given orientation flights to acquaint them with local flying conditions, including: Traffic patterns, practice areas, danger areas, terrain features, weather phenomena, local radio facilities, and all other items peculiar to the area?</b>									
Discussion: This criteria applies to all aircrewmembers, not just pilots.									
Reference/Authority: TC 1-210, para. 3-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8b. (ICP question AS.08.2) Are current training files maintained for:**

<b>F-8b(1). (ICP question AS.08.2.1) Annual Proficiency and Readiness Test (APRT)?</b>									
Discussion: These include rated and nonrated aircrewmembers.									
Reference/Authority: TC 1-210, para. 3-9; FM 1-300, Table 7-9, and para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(2). (ICP question AS.08.2.2) RL progression training?</b>									
Discussion: Including relevant comments pertaining to the progression.									
Reference/Authority: TC 1-210, para. 2-5; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(3). (ICP question AS.08.2.3) ATP development?</b>									
Discussion: Covering all facets of the ATP documentation.									
Reference/Authority: FM 1-300, para. 7-2; TC 1-210, Chapter 3, Section IV; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(4). (ICP question AS.08.2.4) Orientation training?</b>									
Discussion: This includes operational and flight considerations.									
Reference/Authority: TC 1-210, paragraphs 2-5 and 3-5; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(5). (ICP question AS.08.2.5) Refresher training?</b>									
Discussion: All refresher training – including airframe and NVG.									
Reference/Authority: TC 1-210, paragraphs 2-5 and 3-5; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-8b(6). (ICP question AS.08.2.6) Mission training?</b>									
Discussion: All tasks that pertain to RL1 status. Also reference FM 1-202, Chapter 1, Section VI.									
Reference/Authority: TC 1-210, paragraphs 2-5 and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(7). (ICP question AS.08.2.7) Crew coordination training?</b>									
Discussion: In some references, delineated as <i>Aircrew Coordination</i> or <i>Cockpit Resource Management</i> . Also reference AC 120-51C.									
Reference/Authority: TC 1-210, paragraphs 1-9 and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(8). (ICP question AS.08.2.8) Simulator training?</b>									
Discussion: Synthetic Flight Training System (SFTS), CMS, Flight Weapons Simulator (FWS), etc.									
Reference/Authority: TC 1-210, paragraphs 3-6d, and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(9). (ICP question AS.08.2.9) High Intensity Radio Transmission Activity (HIRTA) training?</b>									
Discussion: Also reference the Meaconing, Intrusion, Jamming and Interference (MIJI) discussion in FM 1-400.									
Reference/Authority: TC 1-210, paragraphs 3-5d(12), and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(10). (ICP question AS.08.2.10) Night Operations training?</b>									
Discussion: Both aided and unaided. Also reference TC 1-204 (Night Flight Techniques).									
Reference/Authority: TC 1-210, paragraphs 3-15b(10), and 3-14; FM 1-300, para. 7-2; NGR 95-210, para. 2-11 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document); AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(11). (ICP question AS.08.2.11) Operational area geographical and environmental training?</b>									
Discussion: Unique criteria for the operation within the local/deployment areas, including the environmental effects on the operation. Also reference FM 1-202 and TC 1-201 (Tactical Flight Procedures). Particular emphasis should include seasonal whiteout and/or brownout training - POIs should be specific and detailed in these two areas, considering recent ARNG Aviation accident history.									
Reference/Authority: TC 1-210, paragraphs 3-4f, and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-8b(12). (ICP question AS.08.2.12) Instrument flight training?</b>									
Discussion: Progression and evaluation. Also reference FM 1-240 (Instrument Flying and Navigation for Army Aviators).									
Reference/Authority: TC 1-210, paragraphs 3-9a(2)(b) and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(13). (ICP question AS.08.2.13) Terrain flight training?</b>									
Discussion: Both basic and mission tasks. Also reference TC 1-201.									
Reference/Authority: TC 1-210, para. 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(14). (ICP question AS.08.2.14) Low pressure high altitude training?</b>									
Discussion: An area of particular emphasis for fixed-wing operations. Also reference TB Med 288 (Medical Problems of Man at High Terrestrial Elevations).									
Reference/Authority: TC 1-210, paragraphs 3-4d. and 3-14; FM 3-04.301, Appendix A; FM 1-300, para. 7-2; AR 95-1, para. 2-8; NGR 95-210, page 13 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(15). (ICP question AS.08.2.15) ALSE/Aircrew Survival training?</b>									
Discussion: Use and maintenance of ALSE, and aspects of survival. Also reference FM 3-05.70 (Survival).									
Reference/Authority: TC 1-210, para. 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(16). (ICP question AS.08.2.16) Night Vision System (NVS) training?</b>									
Discussion: This subject should include all applicable NVDs, bearing in mind the terms <i>NVD</i> and <i>NVS</i> are not synonymous. Also reference TC 1-204.									
Reference/Authority: TC 1-210, para. 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(17). (ICP question AS.08.2.17) Deck landing operations training?</b>									
Discussion: Becoming more common, flight Crewmembers must complete deck landing qualification before they conduct naval deck landing operations. Also reference FM 1-564 (Shipboard Operations).									
Reference/Authority: TC 1-210, paragraphs 3-4h, and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(18). (ICP question AS.08.2.18) Aeromedical training?</b>									
Discussion: Aeromedical training programs will be conducted according to FM 3-04.301. Among the topics of recent enhanced discussion is Spatial Disorientation. As with all training, copies of the POI/Lesson Plan/Briefing Outline and accompanying attendance rosters should be readily available in the Safety Office MARKS files, in addition to evidence of the training in the Individual Aircrew Training Folder (IATF).									
Reference/Authority: NG CIR 385-95, para. 3-5; TC 1-210, paragraphs 3-4c, and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8b(19). (ICP question AS.08.2.19) ASE/Electronic Warfare (EW) training?</b>									
Discussion: For many organizations, this centers around the Aircraft Survivability Equipment Trainer (ASET) system. Different criteria exists for the tutorial and gaming modes, and different criteria may exist for Flight Activity Category (FAC) 1, 2 or 3 aircrewmembers.									
Reference/Authority: TC 1-210, paragraphs 3-4a and 3-14; FM 1-300, para. 7-2; AR 95-1, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8c. (ICP question AS.08.3) Does the Individual Flight Records Folder (IFRF) contain the following:**

<b>F-8c(1). (ICP question AS.08.3.1) Current NGB Aviation Service Orders?</b>									
Discussion: Check a suitable number of IFRFs to determine uniform compliance.									
Reference/Authority: AR 95-1, para. 2-1; FM 1-300, table K-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8c(2). (ICP question AS.08.3.2) Complete and current DA Form 4186 (Medical Recommendation for Flying Duty)?</b>									
Discussion: Check a suitable number of IFRFs to determine uniform compliance.									
Reference/Authority: FM 1-300, table K-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8c(3). (ICP question AS.08.3.3) Medical restrictions from flight duty and any medical waivers (as applicable)?</b>									
Discussion: The requirement extends to clarity of the information posted.									
Reference/Authority: FM 1-300, table K-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8c(4). (ICP question AS.08.3.4) Simulator requirements completed?</b>									
Discussion: Check a suitable number of IFRFs to determine uniform compliance. Also reference TC 1-210.									
Reference/Authority: AR 95-1, para. 4-11; FM 1-300, table K-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8d. (ICP question AS.08.4) Are qualified IEs available in sufficient number to conduct necessary flight checks?</b>									
Discussion: This referenced paragraph is fairly broad reaching. A conservative read would indicate that only IEs may conduct instrument training and instrument flight evaluations. A more literal read would indicate that only the ATM may be referenced during these evaluations. Surely, the spirit of the requirement is to use the IEs, and the specialized training they bring, to the fullest extent possible, and ensure the evaluations themselves are standardized. The issue of sufficient numbers of IEs is subjective.									
Reference/Authority: AR 95-1, para. 4-27.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8e. (ICP question AS.08.5) Is a Flight Standardization Committee established and functioning?</b>									
Discussion: Membership includes a Chair(person) and a Secretary, often the Commander and Senior SP, respectively; Commanders or chiefs of all aviation units or activities assigned or attached to the installation (in this case, read <i>Facility</i> ); an ASO, AMO, Flight Surgeon, Airplane SP (as applicable), helicopter SP, IE, ME, Nonrated Crew Member Standardization Instructor (SI) (as applicable), and ATC representative (as applicable). In the case of the latter, consideration should be considered to invite a representative of the nearest controlling agency (such as, Control Tower, Air Route Traffic Control Center [ARTCC]). For Units/organizations with helicopter gunnery activity, the Master Gunner is also a member.									
Reference/Authority: AR 95-1, para. 4-38; FM 3-04.140, para. 1-5c(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8e(1). (ICP question AS.08.5.1) Are Standardization committee meetings conducted at least semi-annually?</b>									
Discussion: <i>Semi-annually</i> is not an absolute requirement, at least down to the Major Army Command (MACOM) level. The Standardization Committee is only required to meet at the call of the Commander. Activity of less than semi-annually may present itself as a root cause of a less-than-proactive accident prevention program. Also reference NGR 95-1 (ARNG Aviation: Flight Regulations).									
<b>Note:</b> NGR 95-1, dated 1 August 1991, is the <u>only officially and legally published version</u> of this document. The "Final Coordinating Draft" version of this document circulated under STM 98-05, that is represented to supersede the 1 August 1991 version, is contrary to NGR 25-1, para. 2-1a, and places the MACOM in an awkward and vulnerable position in terms of regulatory liability. Further, DA Pam 25-40, para. 3-1b prohibits the implementation of "Draft" documents. Users of this(ese) document(s) must exercise caution in executing any guidance that is not based on the 1 August 1991 version of NGR 95-1, until it is legally and officially superseded. This process entails a consensus of the affected States/Territories; the concurrence of the C, NGB-AVS; review/approval by the NGB-JA(G) and Policy offices; and publication/cataloguing by the NGB Services Division.									
Reference/Authority: AR 95-1, para. 4-38b(5).									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8f. (ICP question AS.08.6) Are IPs and SPs designated in writing?**

Discussion: Commanders must establish, in writing, formal flight crew qualification and selection programs. Programs will contain qualification and selection criteria with evaluation requirements. Instructor Pilots and Safety Officers will aid Commanders in the selection process. Flight crew members will be designated in writing, by the Commander, specifying the duties and flight crew stations that they are authorized to occupy per TC 1-210.

Reference/Authority: AR 95-1, paragraphs 4-20, 4-26, and 4-28b.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8g. (ICP question AS.08.7) Are all Aviators AirCrew Coordination (ACC)-qualified as required by current directives?**

Discussion: Message suspension has been emplaced, and particular types of units have more stringent requirements. Also reference AC 120-51C.

Reference/Authority: TC 1-210, paragraphs 1-3, 1-9 through 1-15, and 3-41.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8h. (ICP question AS.08.8) Are the use of IFR flight plans and procedures encouraged?**

Discussion: Although this question may be difficult to measure for compliance, a review of Flight Logs/Briefings would provide some indication. The reference paragraph cites six exceptions to the requirement to file an IFR flight plan.

Reference/Authority: AR 95-1, para. 5-2d(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8i. (ICP question AS.08.9) Has the Facility established a tactical (day/night) training program?**

Discussion: These fall mostly under the RL2-to-RL1 progression/3000-series task considerations. Also reference TC 1-201.

Reference/Authority: TC 1-210, paragraphs 2-3 and 3-14.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-8j. (ICP question AS.08.10) Are Aviators meeting flight currency requirements (including NVD currency requirements, if appropriate)?**

Discussion: This requirement extends to aircrewmembers – not just Aviators. This tracking also includes 120-day notices.

Reference/Authority: TC 1-210, para. 7-7; AR 95-1, para. 4-18.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8k. (ICP question AS.08.11) Is there a method established to ensure crewmembers are maintaining currency?</b>									
Discussion: Not just airframe currency, but specialized functions (such as, NVD or NVG) as well.									
Reference/Authority: AR 95-1, para. 4-18.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8l. (ICP question AS.08.12) Does the Facility ensure training objectives are established for each AFTP?</b>									
Discussion: The aviation unit Commander is responsible for coordination of AFTP objectives and individual aircrew ATM task/iteration requirements with the aviation facility commander. While the latter is easy to document and capture, the coordination of AFTP objectives requires specific effort.									
Reference/Authority: NGR 95-210, para. 4-4c. <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8m. (ICP question AS.08.13) Is there an active no-notice program established?</b>									
Discussion: Each Commander must establish, in writing, a no-notice proficiency evaluation program. No-notice evaluations may be written or oral, an aircraft or compatible simulator flight evaluation, or a combination thereof.									
Reference/Authority: TC 1-210, para. 3-10a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8n. (ICP question AS.08.14) Have crewmembers achieved RL progression within specified time limits?</b>									
Discussion: RL-3 to RL-2, and RL-2 to RL-1. Future requirements will require Crew RLs and two sub-levels of RL-1.									
Reference/Authority: TC 1-210, para. 2-5a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8o. (ICP question AS.08.15) Are crewmembers assigned the correct FAC level?</b>									
Discussion: All operational aviation positions and other designated flying positions in the ATP are classified as one of three flight activity categories.									
Reference/Authority: TC 1-210, para. 2-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8p. (ICP question AS.08.16) Are appropriate actions being taken by the Commander for personnel who fail to complete ATP requirements?</b>									
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Discussion: After investigation, the Commander has three options: Extension, request for waiver, or Flying Evaluation Board (FEB).									
Reference/Authority: AR 95-1, para. 4-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8q. (ICP question AS.08.17) Has the Commander established a formal, written, flight crew qualification and selection program?</b>									
Discussion: Qualification for all echelons of aircrews (Pilots [PIs], Pilots in Command [PCs], etc.)									
Reference/Authority: AR 95-1, para. 4-20.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-8r. (ICP question AS.08.18) Are crewmembers performing duties from flight crew stations for which they have been authorized in writing?</b>									
Discussion: This authorization specifically includes current NGB Aviation Service Orders, as discussed above. Unit commanders must establish, in writing, formal flight crew qualification and selection programs. Programs will contain qualification and selection criteria and evaluation requirements. IPs and Safety Officers will aid Commanders in the selection process. Flight crew members will be designated in writing, by the Commander, specifying the duties and flight crew positions that they are authorized to occupy per TC 1-210.									
Reference/Authority: AR 95-1, para. 4-20.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 9 and subsequent text continued on next page.)



**F-9. Section 9: Aircraft Operations.**

This section contains ten questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this section shall be asked/answered.

<b>F-9a. (ICP question AS.09.1) Are current required publications in each aircraft?</b>									
Discussion: Some discussion may be warranted regarding pinpoint distribution accounts. Aircraft operator's manuals and checklists are the primary reference governing the operation of a specific aircraft. The publications and forms required by DA Pam 738-751 will be in each aircraft.									
Reference/Authority: AR 95-1, paragraphs 2-5a, and 4-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9b. (ICP question AS.09.2) Are crews conducting pre-flight inspections, ground run-up, before takeoff, before landing and shutdown checks, Maintenance Operation Checks (MOCs), Maintenance Flights (MTFs) and Preventive Maintenance Dailies (PMDs) utilizing appropriate checklists?</b>									
Discussion: Only DA-approved operator's manuals and checklists will be used, except when unique requirements prompt use of specialized MACOM-approved checklists for nonstandard equipment.									
Reference/Authority: AR 95-1, para. 2-5c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9c. (ICP question AS.09.3) Are fire guards (when available, or crewmembers) performing fire guard duties for all engine starts?</b>									
Discussion: The existing text leaves no latitude for the common practice of starting an aircraft sans Fire Guard. NGB-AVS-SA submitted a DA Form 2028 on 24 July 2000 to amend the text to read, "...as available...".									
Reference/Authority: TM 1-1500-204-23-1, para. 3-10a(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9d. (ICP question AS.09.4) Are qualified pilots, copilots and/or safety observers on board all flights not designated as single-pilot mission-essential?</b>									
Discussion: A minimum of one PC and one PI/Copilot (CP) is required for all flights except: For test flights; or when the Operator's manual permits single pilot operations and the mission briefer determines an emergency exists, or mission-essential operation justifiably dictates otherwise.									
Reference/Authority: NGR 95-1, para. 2-1.1a. <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9e. (ICP question AS.09.5) Are Grounding Handling personnel familiar with the ground handling signals and procedures contained in FM 1-300 and FM 21-60 (Visual Signals)?</b>									
Discussion: Also reference FM 1-300. This is best demonstrated by a POI and training rosters.									
Reference/Authority: FM 21-60, para. 5-2.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9f. (ICP question AS.09.6) Are aircraft being grounded during refueling, defueling, during maintenance, loading/unloading hazardous cargo, and in the hangar?</b>									
Discussion: Also reference TM 1-1500-204-23-1.									
Reference/Authority: FM 3-04.500, pages E-4, E-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9f(1). (ICP question AS.09.6.1) Are all explosives, pyrotechnics, ammunition, radioactive, and hazardous materials properly identified, manifested, and secured during transport?</b>									
Discussion: Too frequently, hazardous materials, and other dangerous cargoes, are simply loaded or carried aboard Army aircraft, and the critical steps of identification, manifesting, and securing of such is bypassed. In some cases, special permits are required for the carriage of such items. No contractual agreement with an aircraft maintenance contractor may over-ride or exempt these requirements. Also reference AC 121-27, and AR 190-11.									
Reference/Authority: AR 95-27 (Operational Procedures for Carrying Hazardous Materials), Chapters 1, 2, and 3; 49 CFR, Chapter 1, Subpart A.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9g. (ICP question AS.09.7) Are wheel chocks used to secure wheeled aircraft?</b>									
Discussion: For all aircraft with wheels.									
Reference/Authority: TM 1-1500-204-23-1, para. 3-2d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9h. (ICP question AS.09.8) Are ground safety pins inserted in aircraft armament ejector racks after each flight?</b>									
Discussion: Include considerations for canopy jettisons, as well. Also refer to TM 9-1055-460-13&P (Operator, Aviation Unit and Intermediate Maintenance Manual [Including Repair Parts and Special Tools] for Hydra 70 Rocket Launchers).									
Reference/Authority: FM 3-04.500, page E-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-9i. (ICP question AS.09.9) Are personnel involved with laser operations trained on laser hazards?</b>									
Discussion: Records of this training are required to be maintained for at least a year. Personnel exposed to these hazards are required to be enrolled in medical surveillance programs (for the respective hazard).									
Reference/Authority: AR 385-63 (Range Safety), para. 19-4f; TB 385-4 (Safety Requirements for Maintenance of Electrical and Electronic Equipment), paragraphs 1-4c(2), and 4-4a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

(Section 10 and subsequent text continued on next page.)

**F-10. Section 10: Maintenance.**

This section contains 108 questions and is broken down into six subsections. When used as an ASAAPS, no fewer than 25 percent (30, reflecting rounding to the next whole number of questions in each subsection) of the applicable questions in this section shall be asked/answered. Reference each subsection preamble for the minimum number of questions to be asked/answered therein.

**F-10a. Management.**

This subsection contains 45 questions. When used as an ASAAPS, no fewer than 25 percent (12) of the applicable questions in this subsection shall be asked/answered.

**F-10a(1). (ICP question AS.10.A.1) Has an SOP been developed for:**

<b>F-10a(1)(a). (ICP question AS.10.A.1.1) Aircraft maintenance procedures?</b>									
Discussion: This may be one of the more comprehensive sections of the SOP – to include metrology, control of parts, etc. Also reference FM 3-04.500.									
Reference/Authority: AR 385-95, para. 3-3q.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(1)(b). (ICP question AS.10.A.1.2) Maintenance shop operations?</b>									
Discussion: Including all allied and contract shops. Also reference FM 3-04.500.									
Reference/Authority: AR 385-95, para. 3-3r.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(1)(c). (ICP question AS.10.A.1.3) For the handling of all explosive devices to ensure workers have the information and procedures established to perform their tasks safely?</b>									
Discussion: This must include provisions for fire bottle squibs, jettison and hoist-cutting cartridges, door and window cartridges, etc.									
Reference/Authority: DA Pam 385-64 (Ammunition and Explosives Safety Standards), paragraph 2-3(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(2). (ICP question AS.10.A.2) Are procedures established for monitoring aircraft Time Between Overhaul (TBO) components?</b>									
Discussion: Including changes to a TBO by message or directive. DA Pam 738-751, page 261, defines TBO as the established maximum allowable operating time since new or overhaul, that an item can be operated before it must be removed from service and returned to a depot level facility for overhaul.									
Reference/Authority: DA Pam 738-751, para. 3.13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(3). (ICP question AS.10.A.3) Is there a controlled exchange program established?</b>									
Discussion: The FAA is particularly interested in the control of unauthorized parts in the civilian market – as is the DoD – in maintaining control of expenditures, and integrity of the parts coming off of, and going									

on to, aircraft. Also reference AC 21-29B (Detecting and Reporting Suspected Unapproved Parts).									
Reference/Authority: AR 750-1, para. 4-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(4).</b> (ICP question AS.10.A.4) <b>Have Maintenance personnel received training on the proper procedures to follow when securing parts for analysis during accident/mishap investigations?</b>									
Discussion: As evidenced by a POI/Lesson Plan and accompanying attendance roster. The Pre-Accident Plan rehearsals should include these key personnel.									
Reference/Authority: DA Pam 385-40, Chapter 2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(5).</b> (ICP question AS.10.A.5) <b>Are Maintenance personnel familiar with protective equipment/procedures to follow to prevent personal injury when working at accident sites that contain Biological Hazards (such as, blood, human remains) or Hazardous Materials (such as, fuel, oil, aircraft composite materials, radiological materials)?</b>									
Discussion: As evidenced by an LOI/course outline and accompanying attendance roster.									
Reference/Authority: DA Pam 385-40, para. 2-5; AR 385-95, para. 1-6f(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10a(6).** (ICP question AS.10.A.6) **Are the following designated in writing:**

<b>F-10a(6)(a).</b> (ICP question AS.10.A.6.1) <b>Taxi and run-up personnel?</b>									
Discussion: This includes APU runs. The requirements include written, oral and practical (hands-on) examinations, and tracking of certain personnel.									
Reference/Authority: AR 95-1, para. 2-2; NGR 95-210, para. 5-7 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(b).</b> (ICP question AS.10.A.6.2) <b>Technical Inspector(s)?</b>									
Discussion: There may be distinctions made on this order that differ from that indicating personnel on Red-X or circled Red-X orders.									
Reference/Authority: DA Pam 738-751, Chapter 1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(c).</b> (ICP question AS.10.A.6.3) <b>Weight and Balance Technician(s)?</b>									
Discussion: Chapter 7 of AR 95-1 details many responsibilities for the performance of these tasks.									
Reference/Authority: AR 95-1, para. 7-1d(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-10a(6)(d).</b> (ICP question AS.10.A.6.4) <b>Oil Analysis Technician(s)?</b>									
Discussion: All units and levels of command will have an Army Oil Analysis Program (AOAP) Monitor who is adequately trained by the Supporting Lab or Installation AOAP Monitor.									
Reference/Authority: AR 750-1, para. 4-36d(6).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(e).</b> (ICP question AS.10.A.6.5) <b>Maintenance Test Pilot(s)?</b>									
Discussion: Also reference AR 95-1 and FM 3-04.500.									
Reference/Authority: TM 1-1500-328-23 (Aeronautical Equipment Maintenance Management Policies and Procedures), para. 3-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(f).</b> (ICP question AS.10.A.6.6) <b>Calibration Technician(s)?</b>									
Discussion: Formally called <i>Test, Measurement, and Diagnostic Equipment (TMDE) Support Coordinator</i> , an alternate is also required. Also reference AR 750-43 (Army Test, Measurement, and Diagnostic Equipment Program), and TB 750-25 (Maintenance of Supplies and Equipment Army Test, Measurement, and Diagnostic Equipment [TMDE] Calibration and Repair Support [C&RS] Program).									
Reference/Authority: FM 3-04.500, para. 8-32.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(g).</b> (ICP question AS.10.A.6.7) <b>Personnel authorized to sign-off a Red "X"?</b>									
Discussion: This designation may be by Memorandum for Record, or on DA Form 1687 (Notice of Delegation of Authority – Receipt for Supplies). Also reference DA Pam 738-751. The parent unit's orders are sufficient authority to sign off a Red-X or circled Red-X on aircraft belonging to another unit. This extends to not only the relationship between a facility and a supported unit, but between MTOE or TDA units. The word <i>parent</i> applies to that of the person on orders.									
Reference/Authority: FM 3-04.500, para. 8-32.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(h).</b> (ICP question AS.10.A.6.8) <b>CPC Technician(s)?</b>									
Discussion: Principally, a Quality Control Function. Also reference AC 43-4A (Corrosion Control for Aircraft).									
Reference/Authority: TM 1-1500-328-23, para. 8-3a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(6)(i).</b> (ICP question AS.10.A.6.9) <b>Technician(s) authorized to make engine fuel control</b>									
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<b>adjustments?</b>									
Discussion: Typically a representative from an Allied Shop. Although an <i>order</i> is not required, some method of demonstrating authorization must be evident. Also reference FM 1-506 (Fundamentals of Aircraft Power Plants).									
Reference/Authority: TM 55-2840-229-23-1 (Aviation Unit and Aviation Intermediate Maintenance Manual Engine Assembly), Chapter 6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(7). (ICP question AS.10.A.7) Are weight and balance records completed, current, and properly maintained?</b>									
Discussion: Once the aircraft is delivered, it becomes the responsibility of Maintenance and operating units to maintain accurate weight and balance data.									
Reference/Authority: TM 55-1500-342-23, para. 1-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(7)(a). (ICP question AS.10.A.7.1) Do weight and balance software programs used by Unit/Facility (or Contractor) personnel accurately compute aircraft weight and balance, and are they authorized for use by the U.S. Army Aviation and Missile Command (AMCOM)?</b>									
Discussion: This speaks to all the applicable DD 365-series, and related, forms. Also reference FAA Handbook FAA-H-8083-1 (Aircraft Weight and Balance Handbook).									
Reference/Authority: TM 55-1500-342-23, Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(8). (ICP question AS.10.A.8) Does each Equipment and Vehicle Operator have a valid Military Operator's License (for that equipment being operated)?</b>									
Discussion: Facility Commanders shall ensure vehicle and equipment operators (to include Contractors) are properly licensed and trained according to AR 600-55 and other local requirements.									
Reference/Authority: AR 600-55, para. 1-4h(2); FM 3-04.500, page E-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(9). (ICP question AS.10.A.9) Are aircraft publications files complete, posted and current?</b>									
Discussion: Also reference AR 25-400-2.									
Reference/Authority: FM 3-04.500, pages 8-11 through 8-14, and E-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(9)(a). (ICP question AS.10.A.9.1) Is the Facility on pinpoint distribution?</b>									
Discussion: Not all publications are available electronically, and not all electronic publications are accessible to each member of the command. For this question, think in terms of the M-day aviator, who studies their ATM at home, and has highlighted their own operator's manual. By ensuring the facility is on									

its “own” pinpoint distribution, information continues to be put in the hands of the user on a timely basis.									
Reference/Authority: FM 3-04.500, pages 8-11 through 8-14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(9)(b).</b> (ICP question AS.10.A.9.2) <b>Is the DA Form 12 series (Requirements for Distribution of Publications and Blank Forms), updated twice each year?</b>									
Discussion: Also reference DA Pam 25-30.									
Reference/Authority: FM 3-04.500, page 8-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(10).</b> (ICP question AS.10.A.10) <b>Are there procedures whereby QC personnel and Maintenance personnel are required to familiarize themselves with publications?</b>									
Discussion: Some successful programs include brief written open-book quizzes of recent changes, but all programs must entail evidence of the familiarization process.									
Reference/Authority: FM 3-04.500, page 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(11).</b> (ICP question AS.10.A.11) <b>Are the DA Forms 2408-5 (Equipment Modification Record), properly maintained?</b>									
Discussion: Correct entries and form processing.									
Reference/Authority: DA Pam 738-751, para. 5-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10a(12).** (ICP question AS.10.A.12) **Items on DA Forms 2408-13 (Aircraft Inspection and Maintenance Record):**

<b>F-10a(12)(a).</b> (ICP question AS.10.A.12.1) <b>Are aircraft being inspected IAW established aircraft maintenance practices and not flown beyond inspection intervals?</b>									
Discussion: This form provides a record of aircraft and aviation associated equipment condition status and other aircraft maintenance information.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(12)(b).</b> (ICP question AS.10.A.12.2) <b>Are all write-ups clear, and is the proper classification symbol entered in blocks 7 and 16?</b>									
Discussion: All entries on the form are to be clear.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	



Comment:

<b>F-10a(12)(c).</b> (ICP question AS.10.A.12.3) <b>Are fuel and oil servicing being properly recorded?</b>									
Discussion: Including locations, and totals.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(12)(d).</b> (ICP question AS.10.A.12.4) <b>Is a Circled Red "X" used when aircraft has a restriction?</b>									
Discussion: Including detailing of the restriction imposed.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(12)(e).</b> (ICP question AS.10.A.12.5) <b>Are all inspection times recorded properly?</b>									
Discussion: Times imposed on the aircraft, for historical purposes, and demonstration of compliance.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(12)(f).</b> (ICP question AS.10.A.12.6) <b>Are maintenance test flight manuals and test flight check sheets used when conducting test flights?</b>									
Discussion: In addition to conventional checklists required.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(12)(f)i.</b> (ICP question AS.10.A.12.6.1) <b>Are check sheets attached to DA Forms 2408-13 for test flights, as required?</b>									
Discussion: Include form retention as a consideration.									
Reference/Authority: DA Pam 738-751, para. 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(13).</b> (ICP question AS.10.A.13) <b>Are Phased Maintenance Checklists (such as, DA Forms 4676R [Phased Maintenance Checklist]) correctly used to record results of maintenance and inspections?</b>									
Discussion: Correctly appended to baseline maintenance forms.									
Reference/Authority: DA Pam 738-751, Chapters 1 and 4; FM 3-04.500, pages 4-9 through 4-12, and 8-17.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(14).</b> (ICP question AS.10.A.14) <b>If a Red Dash ( - ) is on a DA form 2408-14-1 (Uncorrected Fault Record), is it cross-referenced on the DA Form 2408-13 (-1, [Aircraft Inspection and Maintenance Record])?</b>									
Discussion: Correct blocks and correct notations.									
Reference/Authority: DA Pam 738-751, paragraphs 2-9 and 2-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(15).</b> (ICP question AS.10.A.15) <b>Are DA Forms 2408-14-1 retained for a period of six months after the last entry in Column "F"?</b>									
Discussion: The SOP should also reflect this retention schedule, performed IAW AR 25-400-2.									
Reference/Authority: DA Pam 738-751, para. 2-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(16).</b> (ICP question AS.10.A.16) <b>Are DA Forms 2408-16 (Aircraft Component Historical Record) complete and accurate?</b>									
Discussion: This form provides a permanent record of historical data and events for selected components/modules and parts that are removed and replaced at specific aircraft operating hours.									
Reference/Authority: DA Pam 738-751, para. 4-7b (Caution).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(17).</b> (ICP question AS.10.A.17) <b>Is there a DA Form 2408-18 (Equipment Inspection List), maintained for each aircraft?</b>									
Discussion: This form provides a ready reference list of all inspections, services, checks, and replacements listed in the Special Inspections section of the aircraft maintenance (technical) manual, that are not done during scheduled maintenance inspections and are not recorded on other forms or records.									
Reference/Authority: DA Pam 738-751, para. 2-13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(17)(a).</b> (ICP question AS.10.A.17.1) <b>Do all items requiring inspections or testing by hourly or calendar period listed in block 5 (and 7) have the proper reference in block 6?</b>									
Discussion: Block 6 shall list the TM, TB, or other directive that calls for the inspection or replacement.									
Reference/Authority: DA Pam 738-751, para. 2-13, and page 61.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(17)(b).</b> (ICP question AS.10.A.17.2) <b>Are all inspections on the DA Form 2408-18 either not overdue, or if overdue, entered on the DA Form 2408-13?</b>									
Discussion: Coming from the block 8 on the DA Form 2408-18.									
Reference/Authority: DA Pam 738-751, para. 2-13, and page 61.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(18).</b> (ICP question AS.10.A.18) <b>Are weapons record data forms maintained?</b>									
Discussion: This on a DA Form 2408-4-1 (Weapon Record Data).									
Reference/Authority: DA Pam 738-751, para. 2-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10a(19).** (ICP question AS.10.A.19) **Are the following items available in each aircraft:**

<b>F-10a(19)(a).</b> (ICP question AS.10.A.19.1) <b>First aid kits?</b>									
Discussion: Also reference the Minimum Equipment List (MEL) for the aircraft.									
Reference/Authority: AR 95-1, para. 7; TM 1-1500-204-23-1, Chapter 11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(19)(b).</b> (ICP question AS.10.A.19.2) <b>Fire extinguisher with current inspection tag?</b>									
Discussion: All serviceable fire extinguishers installed in aircraft will have a DD Form 1574 (Serviceable Tag Materiel), attached. The DD Form 1574 will show next inspection due as stated in DA Pam 738-751.									
Reference/Authority: AR 95-1, paragraphs 7-5 and 8-12; AR 420-90, para. 7-8c; TM 1-1500-204-23-1, page 2-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(19)(c).</b> (ICP question AS.10.A.19.3) <b>Instructions for aircrewmembers in the event of an accident?</b>									
Discussion: Typically this is included in the logbook, and is an extract of the Unit or Facility pre-accident plan/SOP. These instructions should not only detail the reporting of the mishap, but the steps to take to submit blood and urine samples as/when required.									
Reference/Authority: Interim Area of Emphasis.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(20).</b> (ICP question AS.10.A.20) <b>Is DA Form 2407 (Maintenance Request), used to report accomplishment of Modification Work Orders (MWOs)?</b>									
Discussion: This form serves as a request for maintenance support and give(s) valuable formation from all levels of maintenance.									
Reference/Authority: DA Pam 738-751, para. 3-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(21).</b> (ICP question AS.10.A.21) <b>Is there a MWO Control Chart, a Card File, an Unapplied MWO printout, or any other record maintained to show current status of each assigned aircraft for MWO/TB noncompliance?</b>									
Discussion: MWOs shall be filed numerically, separately from Technical Manuals.									
Reference/Authority: FM 3-04.500, page 8-13.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10a(22).</b> (ICP question AS.10.A.22) <b>Is there a Operational Readiness Float (ORF) program established?</b>									
Discussion: The purpose of having ORF aircraft is to replace unserviceable aircraft that cannot be readily repaired in response to the user's needs. Also reference DA Pam 710-2-2.									
Reference/Authority: FM 3-04.500, pages 4-8 through 4-9, 6-5; AR 750-1, para. 4-39.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10b: Quality Assurance.**

This subsection contains 22 questions. When used as an ASAAPS, no fewer than 25 percent (six) of the applicable questions in this subsection shall be asked/answered.

<b>F-10b(1).</b> (ICP question AS.10.B.1) <b>Are Red "X" and Circled Red "X" conditions properly signed-off by qualified Supervisory- or Technical-Inspectors who are designated in writing?</b>									
Discussion: Also reference DA Pam 738-751.									
Reference/Authority: FM 3-04.500, page 8-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10b(2).** (ICP question AS.10.B.2) **Does the Facility maintain the following files, complete, and filed by aircraft mission, model, type, design, and series, and does the Facility have published procedures for the distribution of each:**

<b>F-10b(2)(a).</b> (ICP question AS.10.B.2.1) <b>SOF?</b>									
Discussion: SOF messages provide information concerning safe operation of an entire model or series of Army aircraft.									
Reference/Authority: AR 750-1 para. 3.1(4); DA Pam 738-751 para. 1.12; FM 3-04.500 page 8-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(2)(b).</b> (ICP question AS.10.B.2.2) <b>MIMs?</b>									
Discussion: These messages provide information of a maintenance technical or general nature. This may also include GPMs.									
Reference/Authority: AR 750-1 para. 3.1(4); DA Pam 738-751 para. 1.12; FM 3-04.500 page 8-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

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<b>F-10b(2)(c).</b> (ICP question AS.10.B.2.3) <b>ASAMs?</b>									
Discussion: Aviation Safety Action Messages provide information concerning safe operation of an entire model or series of Army aircraft.									
Reference/Authority: AR 750-1 para. 3.1(4); DA Pam 738-751 para. 1.12; FM 3-04.500 page 8-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(2)(d).</b> (ICP question AS.10.B.2.4) <b>Safety of Use Messages (SOUMs)?</b>									
Discussion: Often, these are directly triggered by a lower-impact process used by the SOFs.									
Reference/Authority: AR 750-1 para. 3.1(4); DA Pam 738-751 para. 1.12; FM 3-04.500 page 8-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(3).</b> (ICP question AS.10.B.3) <b>Is there a Technical Data Familiarization chart or are the manuals initialed?</b>									
Discussion: Reference question F-10a(10) regarding QC and Maintenance personnel familiarization with (changes to) publications.									
Reference/Authority: FM 3-04.500, page 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(4).</b> (ICP question AS.10.B.4) <b>Do QC personnel conduct in-process (in-progress) inspection of products to ensure reliability of the complete assembly?</b>									
Discussion: Also reference AR 700-138 (Army Logistics Readiness and Sustainability).									
Reference/Authority: FM 3-04.500, pages 8-1 through 8-2, and 8-17.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(5).</b> (ICP question AS.10.B.5) <b>Are aircraft being inspected IAW established aircraft maintenance procedures within required inspection intervals?</b>									
Discussion: As an example, aircraft operated within ten nautical miles (NM) of salt water may require certain aircraft write-ups and inspections. Are these genuinely being conducted, or are they disregarded as "status quo"?									
Reference/Authority: FM 3-04.500, page 8-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10b(6).** (ICP question AS.10.B.6) **Does the Facility actively participate in the submission of:**

<b>F-10b(6)(a).</b> (ICP question AS.10.B.6.1) <b>DA Forms 2028?</b>									
Discussion: Recommendations for changes to publications on DA Forms 2028. The Technical Inspector establishes and maintains a file of recommended changes IAW AR 25-400-2. Also reference DA Pam 738-									

751.									
Reference/Authority: FM 3-04.500, page 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(6)(b). (ICP question AS.10.B.6.2) SFs 368?</b>									
Discussion: Technical Inspectors are responsible for maintaining a deficiency report file IAW AR 25-400-2, assigning Discrepancy Reports (DRs) control numbers, and establishing a DR log. Also reference DA Pam 738-751.									
Reference/Authority: FM 3-04.500, page 8-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(6)(b)i. (ICP question AS.10.B.6.2.1) Product Quality Deficiency Report (QDR) (PQDR) for each AAAR (as well as Ground Accident Reports) for material failure or malfunction, when applicable?</b>									
Discussion: Certainly, not every material failure or malfunction warrants a PQDR, but over the course of a year or more, most facilities should generate some activity regarding use of the PQDR for this purpose. This is one of the most under-used programs available to the Maintainer/Inspector/Safety Officer, and could easily serve as a proactive tool to prevent recurrent deficiencies. More specifically, for those AAARs that have "D" or "S" in block 14b, a PQDR is required per DA Pam 738-751, para. 3-2e(2). Most people read past this paragraph, and mistakenly read straight down to para. 3-2f, citing the wrong paragraph as their authority to <i>not</i> submit PQDRs for "minor items". Admittedly, most service schools do not teach this subtlety in the text – or teach it very well – and this information comes as news to many Maintenance and Safety personnel. This requirement was validated and continued in the latest published version of DA Pam 738-751, and no waivers or exceptions have been granted. The ARMS team compares three files (as should the ASAAPS Team): The DA Form 2408-13-1 (Aircraft Inspection and Maintenance Record) file to the AAAR file, then the AAAR file to the PQDR file.									
Reference/Authority: FM 3-04.500, page 8-8; DA Pam 738-751, para. 3-4e(2), and pages 61-68.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(7). (ICP question AS.10.B.7) Are Turbine Engine Analysis Check (TEAC)/Health Indicator Test (HIT) procedures being performed and are they recorded on (the) DA Forms 2408-13, 2408-15 (Historical Record for Aircraft), and charts?</b>									
Discussion: Also reference DA Pam 738-751.									
Reference/Authority: FM 3-04.500, Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(8). (ICP question AS.10.B.8) Are MOCs and test flights conducted and recorded when required?</b>									
Discussion: Also reference DA Pam 738-751.									
Reference/Authority: FM 3-04.500, Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-10b(9).</b> (ICP question AS.10.B.9) <b>Are all parts removed from aircraft properly recorded and tagged immediately?</b>									
Discussion: The parts must be marked and stored to be plainly seen. Also reference DA Pam 738-751.									
Reference/Authority: FM 3-04.500, page E-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(10).</b> (ICP question AS.10.B.10) <b>Is DA Form 2408-20 (Oil Analysis Log), utilized for each component (of each aircraft) in the AOAP?</b>									
Discussion: Technical Inspectors shall also ensure oil samples are taken according to TB 43-0106 (Aeronautical Equipment Army Oil Analysis Program), and a DD Form 2026 (Oil Analysis Log), is complete and accurate.									
Reference/Authority: FM 3-04.500, page 8-2; DA Pam 738-751, para. 4-14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(11).</b> (ICP question AS.10.B.11) <b>Does DA Form 1352 (Army Aircraft Inventory, Status, and Flying Time), reflect correct and accurate data?</b>									
Discussion: This form is used to report readiness information.									
Reference/Authority: AR 700-138, table 3-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(12).</b> (ICP question AS.10.B.12) <b>Does DA Form 1352-1 (Daily Aircraft Status Record), reflect the actual current status?</b>									
Discussion: This form is used to report readiness information.									
Reference/Authority: AR 700-138, table 3-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(13).</b> (ICP question AS.10.B.13) <b>Is safety inspection and testing of lifting devices being monitored and properly recorded?</b>									
Discussion: Also reference applicable State/Territory regulations regarding performance of inspections and monitoring of lifting devices.									
Reference/Authority: TB 43-0142 (Safety Inspection and Testing of Lifting Devices), para. 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(14).</b> (ICP question AS.10.B.14) <b>Are work area and hangar safety inspections being performed/conducted by Quality Assurance (QA) personnel periodically?</b>									
Discussion: This QC inspection includes two areas: facility and equipment (shop safety) and test									

equipment (calibration). Also reference TM 1-1500-204-23-1.									
Reference/Authority: FM 3-04.500, page 8-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(15).</b> (ICP question AS.10.B.15) <b>Are supplies and repair parts stored to withstand exposure to elements and prevent loss, damage or deterioration?</b>									
Discussion: This includes all varieties of materiel.									
Reference/Authority: AR 710-2 para. 3-28(a)(b); AR 190-51 para. 3-11.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10b(16).** (ICP question AS.10.B.16) **Non-Destructive Inspection (NDI).**

<b>F-10b(16)(a).</b> (ICP question AS.10.B.16.1) <b>Is there documentation that includes observation of the performance of each Radiographer and Radiographer Assistant at intervals not to exceed three months?</b>									
Discussion: Training records should evidence this observation. Also reference AC 43-3A, AC 43-7, and TB Med 521 (Management and Control of Diagnostic X-Ray, Therapeutic X-Ray, and Gamma-Beam Equipment).									
Reference/Authority: AR 11-9, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10b(16)(b).</b> (ICP question AS.10.B.16.2) <b>Are exposures documented?</b>									
Discussion: Radiation dosimetry exposures. Also reference AC 43-7, AC 43-3A, and TB Med 521.									
Reference/Authority: AR 11-9, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10c: Operations.**

This subsection contains 11 questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-10c(1).</b> (ICP question AS.10.C.1) <b>Are proper safety procedures practiced concerning foreign objects when maintenance is being performed on all aircraft engines?</b>									
Discussion: Consider both the removed engine and the aircraft components it is/was attached to. Additionally, consider such things as edge covers on stabilizers/stabilators, etc. Also reference AC 150/5380-5B.									
Reference/Authority: AR 385-95, para. 2-2; FM 3-04.500, page E-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									



**F-10c(2) - reserved.** (ICP question AS.10.C.2).

<b>F-10c(3).</b> (ICP question AS.10.C.3) <b>Is test equipment properly calibrated and records maintained for components tested?</b>									
Discussion: Calibration is the physical act of comparison to a known standard. Most calibrated items also require a certification – the objective evidence of the calibration (such as, a sticker, affixed to the tool). Also reference TB 750-25.									
Reference/Authority: FM 3-04.500, pages 8-18 through 8-20.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(4).</b> (ICP question AS.10.C.4) <b>Are precision tools, torque wrenches, etc., checked and calibrated within required dates?</b>									
Discussion: See discussion above regarding calibration/certification. Also reference TB 750-25.									
Reference/Authority: FM 3-04.500, pages 8-18 through 8-20.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(4)(a).</b> (ICP question AS.10.C.4.1) <b>Are they used when required, cleaned, and properly stored?</b>									
Discussion: See discussion above regarding calibration/certification.									
Reference/Authority: TB 750-25, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(4)(b).</b> (ICP question AS.10.C.4.2) <b>Are proper records kept?</b>									
Discussion: Both labels and records.									
Reference/Authority: TB 750-25, Appendix C.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(4)(c).</b> (ICP question AS.10.C.4.3) <b>Are radiation survey meters within their calibration dates?</b>									
Discussion: And are they certified?									
Reference/Authority: AR 11-9, para. 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(5).</b> (ICP question AS.10.C.5) <b>Are all ammunition and pyrotechnics removed from aircraft before performing maintenance or before putting aircraft in hangars?</b>									
Discussion: This all-encompassing requirement can be over-read to imply more than its intent. The Facility SOP should clearly delineate what devices are to be safed and what devices are to be removed prior to undertaking different levels of maintenance. It is clearly not the intent of the regulation to remove fire bottle squibs or rescue hoist cable cutters from an aircraft prior to moving it into a hangar for thawing, etc. Also reference TM 9-1055-460-13&P.									
Reference/Authority: FM 3-04.500, page E-5; TM 1-1500-204-23-1, Chapter 12.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(5)(a).</b> (ICP question AS.10.C.5.1) <b>Is the jettison cartridge(s) historical information maintained as required?</b>									
Discussion: For all jettison cartridges on the aircraft. This may include canopy jettisons, wing store jettisons, hoist cartridges, etc.									
Reference/Authority: DA Pam 738-751, Chapters 2, 3, and 4; TM 1-1500-204-23-1, Chapter 12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(6).</b> (ICP question AS.10.C.6) <b>Are drip pans used under aircraft when in the hangar?</b>									
Discussion: Include consideration of placement between most likely area to catch drips or leaks.									
Reference/Authority: FM 3-04.500, page E-5; TM 1-1500-204-23-1, page 2-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(7).</b> (ICP question AS.10.C.7) <b>Are aircraft being towed at walking speed (no faster than five miles per hour [MPH]) and blade walkers being properly utilized and positioned?</b>									
Discussion: On snow and ice, in addition to in the vicinity of other aircraft or structural hazards, this speed is reduced. Additionally, the TM requires <u>at least five people to move a wheeled aircraft</u> – one on the tug, one at the opposite end of the aircraft, one at each wing (blade tip), and one manning the brakes. Also reference AR 385-55, and AR 600-55.									
Reference/Authority: TM 1-1500-204-23-1, para. 3-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10c(8).</b> (ICP question AS.10.C.8) <b>Are shops and hangars clean, neat and uncluttered?</b>									
Discussion: Also reference AR 385-95 for more details on this catch-all question.									
Reference/Authority: FM 3-04.500, pages E-4 through E-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10d: Ground Support Equipment (GSE).**

This subsection contains 13 questions. When used as an ASAAPS, no fewer than 25 percent (four) of the applicable questions in this subsection shall be asked/answered.

<b>F-10d(1).</b> (ICP question AS.10.D.1) <b>In addition to special instructions, are regular periodic inspections performed?</b>									
Discussion: Also reference DA Pam 738-751, AR 600-55, and TB 600-1 (Procedures for Selection, Training, Testing and Qualifying Operators of Equipment/Systems, Excluding Selected Watercraft and Aircraft, Managed/Supported by U.S. Army Troop Support and Aviation Materiel).									
Reference/Authority: FM 3-04.500, pages 5-4 through 5-5, and E-7 through E-8.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(2).</b> (ICP question AS.10.D.2) <b>Are Equipment Operators properly trained?</b>									
Discussion: Training is best evidenced by a POI/Lesson Outline and an attendance roster. Additionally, consider licensure of/for some required equipment. Also reference DA Pam 738-751, AR 600-55, and TB 600-1.									
Reference/Authority: FM 3-04.500, page 5-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(3).</b> (ICP question AS.10.D.3) <b>Is equipment free of mud and other debris?</b>									
Discussion: Also reference DA Pam 738-751, AR 600-55, and TB 600-1.									
Reference/Authority: FM 3-04.500, pages 5-4 and E-7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(4).</b> (ICP question AS.10.D.4) <b>For equipment with batteries, are the battery terminals and posts tight, clean and corrosion-free?</b>									
Discussion: Also reference DA Pam 738-751, AR 600-55, TM 1-1500-204-23-1, and TB 600-1.									
Reference/Authority: FM 3-04.500, pages 5-4 and E-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(5).</b> (ICP question AS.10.D.5) <b>If GSE is in storage, is there a prescribed interval of inspection?</b>									
Discussion: Also consider whether these intervals are published, and being complied with. Also reference DA Pam 738-751, AR 600-55, TB 600-1, TM 1-1500-204-23-1, and TM 1-1500-204-23-9 (Aviation Unit Maintenance [AVUM] and Aviation Intermediate Maintenance [AVIM] Manual for General Aircraft Maintenance [Tools and Ground Support Equipment] – Volume 9).									
Reference/Authority: FM 3-04.500, page 5-4, and E-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(6).</b> (ICP question AS.10.D.6) <b>Is the equipment used on landing strips, taxiways, and other flight areas painted and reflectorized?</b>									
Discussion: All non-tactical ground support equipment (which is normally painted yellow) will be outlined with reflective tape to ensure high visibility during low light levels. Also reference AC 150/5210-5B (Painting, Marking, and Lighting of Vehicles Used on an Airport).									
Reference/Authority: FM 3-04.500, page E-8; TM 1-1500-204-23-1, page 3-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(7).</b> (ICP question AS.10.D.7) <b>Are wheel-type Ground Power Units (GPUs) chocked at all times unless being moved/towed?</b>									
Discussion: On both sides of the wheel. Also reference TM 1-1500-204-23-9.									
Reference/Authority: TM 1-1500-204-23-1, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(8).</b> (ICP question AS.10.D.8) <b>If a wheeled-type GPU is being used, are there written procedures to ensure the appropriate inspections are accomplished at the end of the day, or at the completion of an eight-hour operation?</b>									
Discussion: Some inspections are to be performed by a Ground Equipment specialist, and others are performed by the end-user. Also reference DA Pam 738-751, and AR 600-55.									
Reference/Authority: FM 3-04.500, page 5-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(9).</b> (ICP question AS.10.D.9) <b>Are daily inspections accomplished on (the) air compressors?</b>									
Discussion: Consider both portable and fixed air compressors (dedicated to hangar/building use). Also reference DA Pam 738-751, AR 600-55, TB 600-1, TMs 1-1500-204-23-1, 1-1500-204-23-9, and 5-810-4 (Compressed Air).									
Reference/Authority: FM 3-04.500, page E-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(10).</b> (ICP question AS.10.D.10) <b>Is a hydrostatic test accomplished annually on high-pressure air compressors and is the tank stenciled with the date accomplished?</b>									
Discussion: Also reference FM 3-04.500, page E-8; and TM 5-810-4.									
Reference/Authority: TB 43-0151 (Inspection and Test of Air and other Gas Compressors), para. 7f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(11).</b> (ICP question AS.10.D.11) <b>Are periodic inspections of 10- and 100-hour intervals accomplished on high pressure compressors and carrying case assemblies?</b>									
Discussion: Also reference FM 3-04.500, page E-8; DA Pam 738-751, AR 600-55, TB 600-1, TM 1-1500-204-23-1, and TM 5-810-4.									
Reference/Authority: TB 43-0151, page 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10d(12).** (ICP question AS.10.D.12) **Regarding engine- or motor-driven hydraulic test stands:**

<b>F-10d(12)(a).</b> (ICP question AS.10.D.2.1) <b>Is preventive maintenance being performed and proper records maintained on (the) hydraulic test stands?</b>									
Discussion: Also reference DA Pam 738-751, AR 600-55, TB 600-1, and TM 1-1500-204-23-1.									

Reference/Authority: FM 3-04.500, page E-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10d(12)(b).</b> (ICP question AS.10.D.12.2) <b>Are current maintenance/operator's manuals located with the equipment?</b>									
Discussion: The requirement reads to ensure all appropriate publications are current, on hand, and used. Also reference DA Pam 738-751, AR 600-55, and TB 600-1.									
Reference/Authority: FM 3-04.500, page 5-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10e: Avionics Maintenance.**

This subsection contains ten questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-10e(1).</b> (ICP question AS.10.E.1) <b>Does the Facility have an Avionics Maintenance SOP?</b>									
Discussion: To include addressing electrical shock hazards and Electro-Static Discharge Sensitive (ESDS) component handling; in-aircraft and on-bench service. The exact requirement is for "...maintenance of electromagnetic and radioactive equipments..."									
Reference/Authority: TB 385-4, para. 1-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(2).</b> (ICP question AS.10.E.2) <b>Are calibration requirements of test equipment being kept up to date?</b>									
Discussion: That is, the calibration and certification of TMDE.									
Reference/Authority: TB 750-25, Chapters 2 and 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(3).</b> (ICP question AS.10.E.3) <b>Are maintenance shop stock procedures being followed?</b>									
Discussion: Also reference DA Pam 710-2-2.									
Reference/Authority: AR 710-2, Chapter 2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(4).</b> (ICP question AS.10.E.4) <b>Are unserviceable/repairable items being turned in promptly?</b>									
Discussion: Also reference DA Pam 710-2-2									
Reference/Authority: AR 710-2, Chapter 2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(5). (ICP question AS.10.E.5) Is an ORF program maintained correctly?</b>									
Discussion: Also reference AR 750-1, AR 710-2, and DA Pam 710-2-2. This question speaks to components, rather than aircraft.									
Reference/Authority: FM 3-04.500, page 6-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(6). (ICP question AS.10.E.6) Are technical inspections of repaired equipment being accomplished?</b>									
Discussion: Both the component and the aircraft to which it is installed.									
Reference/Authority: FM 3-04.500, pages 8-1 and 8-15.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(7). (ICP question AS.10.E.7) Have compass systems been properly calibrated?</b>									
Discussion: And are they certified?									
Reference/Authority: TM 11-4920-292-15 (Operator's, Organizational, Direct Support, General Support, and Depot Maintenance Manual for Magnetic Compass Calibrator Set, AN/ASM-339[V]1 and Magnetic Compass Calibrator Set Adapter Kit, MK-1040A/ASN), Chapter 2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(8). (ICP question AS.10.E.8) Are avionics publications files complete, posted, and up-to-date?</b>									
Discussion: Monthly and upon receipt of a new index, (which should be checked at least quarterly), the Technical Inspector reviews publications files (technical libraries) throughout the maintenance activity for completeness and accuracy. While the publications index/catalogue used to be published in microfiche quarterly, this now requires some measure of effort – and worse, assumes that everyone uses the electronic publications on the proponent website. Suggestion: Distribute the chore of checking various websites among members of the section/company/shop, etc. By checking a few pubs for validity each month or so, the net goal of ensuring publication currency is attained. Also, certain web servers and lists may give the user a “heads-up” of pub changes, since the proponents are often on the same distribution. Take advantage of knowing who these people are who post these changes. Often, they will solicit your input on the same server when developing updates and changes, and save you the effort of generating a stand-alone DA Form 2028.									
Reference/Authority: FM 3-04.500, page 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(9). (ICP question AS.10.E.9) Are all calibrated actions recorded on the Master Inventory List(s)?</b>									
Discussion: A DA Form 2416 (Calibration Data), is submitted to the supporting activity for each item requiring calibration (reference TB 750-25). A DA Label 80 (U.S. Calibration System), is attached to items requiring calibration.									
Reference/Authority: FM 3-04.500, page 8-4.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10e(10).</b> (ICP question AS.10.E.10) <b>Is DA Label 80 attached indicating date calibrated?</b>									
Discussion: Also reference TB 750-25.									
Reference/Authority: FM 3-04.500, page 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-10f: Battery Maintenance.**

This subsection contains seven questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-10f(1).</b> (ICP question AS.10.F.1) <b>Does the battery shop have an adequate operational SOP, and is this SOP posted in the battery shop?</b>									
Discussion: Detailing sole-Operator contingencies, and all anticipated emergencies.									
Reference/Authority: TB 385-4, para. 1-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(2).</b> (ICP question AS.10.F.2) <b>Are <i>NO SMOKING OR OPEN FLAME</i> signs posted in the battery shop?</b>									
Discussion: Smoking shall be prohibited in the charging area, and precautions shall be taken to prevent open flames, sparks, or electric arcs in the battery charging areas.									
Reference/Authority: 29 CFR 1910.178(g)(10) and (11).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(3).</b> (ICP question AS.10.F.3) <b>Are facilities available to flush and neutralize electrolyte in the event of spillage?</b>									
Discussion: Even a slight delay in flushing with fresh water can mean loss of sight if the electrolyte, whether acid or alkaline, contacts the eye. These eyewashes must meet the requirements of (the) American National Standards Institute (ANSI) Z358.1 (American National Standard for Emergency Eyewash and Shower Equipment). Also consider, distance requirements for various hazards. In no event shall the travel distance to a flush facility be greater than ten seconds, or 100 feet away (according to the 1990 version of ANSI Z 358.1). The 1998 version of the standard has not been adopted by OSHA, although it is generally accepted. This distinction is important, because the newer standard requires <i>tepid</i> water for the eyewashes – an expensive change. Also see question F-12w(6)(a). Design Guide (DG) 415-3 (Army Aviation Facilities), para. AP2.4.8.2 requires an “Emergency alarm automatically activated by use of shower or eyewash” and a “Deluge Shower with alarm...” to be installed <i>inside</i> the battery room.									
Reference/Authority: 29 CFR 1910.178(g)(2); TB 385-4, para. 3-17d; FM 3-04.500, Appendix E, page 4; DG 415-3, para. AP2.4.8.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(4).</b> (ICP question AS.10.F.4) <b>Are all tools properly marked?</b>									
Discussion: For correctness of the tool and FOD abatement. Also reference Appendix 1 of AC 150/5380-5B.									
Reference/Authority: AR 385-95, para. 2-2c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(5).</b> (ICP question AS.10.F.5) <b>Are electrolyte level checks and adjustments performed IAW published procedures?</b>									
Discussion: Consider types of batteries and order of operations.									
Reference/Authority: TB 385-4, page 3-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(6).</b> (ICP question AS.10.F.6) <b>Do Battery Maintenance personnel understand that cells from different manufacturers cannot be mixed in the same battery?</b>									
Discussion: Aside from physically asking Battery Maintenance personnel this question, evidence of this understanding can be gleaned from a POI/Lesson Plan (and accompanying attendance roster) review.									
Reference/Authority: TB 385-4, page 3-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-10f(7).</b> (ICP question AS.10.F.7) <b>Have Battery Maintenance personnel been thoroughly trained in the charging, discharging and test procedures?</b>									
Discussion: Evidence of this training can be determined by reviewing a POI/Lesson Plan (and accompanying attendance roster).									
Reference/Authority: TB 385-4, page 3-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 11 and subsequent text continued on next page.)



**F-11. Section 11: Maintenance Test Pilot (MP) Program.**

This section contains nine questions and is broken down into two subsections. When used as an ASAAPS, no fewer than 25 percent (three, reflecting rounding to the next whole number of questions in each subsection) of the applicable questions in this section shall be asked/answered. Reference each subsection preamble for the minimum number of questions to be asked/answered therein.

**F-11a. Training.**

This subsection contains five questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-11a(1). (ICP question AS.11.A.1) Are MTF training flights being conducted with MPs in a mission training (RL 2) status prior to final evaluation and designation as an MP?</b>									
Discussion: Also reference applicable Standardization Messages.									
Reference/Authority: TC 1-210, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11a(2). (ICP question AS.11.A.2) Are MEs conducting no-notice MP checkrides?</b>									
Discussion: Due to uniquenesses in the maintenance test flights.									
Reference/Authority: TC 1-210, Chapter 3, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11a(3). (ICP question AS.11.A.3) Is there evidence that MEs have been adequately trained to perform evaluations and present instruction by an SP or an IP?</b>									
Discussion: Both platform and Method of Instruction (MOI).									
Reference/Authority: TC 1-210, Chapter 3, Sections III and IV.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11a(4). (ICP question AS.11.A.4) Are complete training programs in effect to qualify MPs to test fly aircraft for which they have not received formal training?</b>									
Discussion: Unique criteria for MPs.									
Reference/Authority: TC 1-210, para. 3-3b(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11a(5). (ICP question AS.11.A.5) Do continuation training programs contain provision for accomplishment of MTF training?</b>									
Discussion: Like Maintainers, periodic updates require the immediate attention of those performing MTFs.									
Reference/Authority: TC 1-210, para. 3-3b(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-11b. Individual Aircrew Training Folders (IATFs).**

This subsection contains four questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-11b(1). (ICP question AS.11.B.1) Does the IATF contain a Commander's Task List (CTL) designating the appropriate special mission tasks for the MP and ME?</b>									
Discussion: Using the DA Form 7120-R-E (Commander's Task List).									
Reference/Authority: TC 1-210, Chapter 3, Section IV.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11b(2). (ICP question AS.11.B.2) Is the task list realistic with the emphasis on the Facility position and how that position will best be utilized to support the mission?</b>									
Discussion: As defined by the ATM.									
Reference/Authority: TC 1-210, para. 3-14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11b(3). (ICP question AS.11.B.3) Are MTF evaluations conducted separate from any other aviator evaluation?</b>									
Discussion: Per the ATM.									
Reference/Authority: TC 1-210, Chapter 3, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-11b(4). (ICP question AS.11.B.4) Are MEs conducting evaluations?</b>									
Discussion: IAW the ATM.									
Reference/Authority: TC 1-210, Chapter 3, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Section 12 and subsequent text continued on next page.)

**F-12. Section 12: Occupational Safety and Health Administration (OSHA) Requirements/Work Area Criteria.**

This section contains 224 questions and is broken down into 24 subsections. When used as an ASAAPS, no fewer than 25 percent (64, reflecting rounding to the next whole number of questions in each subsection) of the applicable questions in this section shall be asked/answered. Reference each subsection preamble for the minimum number of questions to be asked/answered therein.

**F-12a. Occupational Health.**

This subsection contains 21 questions. When used as an ASAAPS, no fewer than 25 percent (six) of the applicable questions in this subsection shall be asked/answered.

<b>F-12a(1). (ICP question A.12.A.1) Is there an inventory of health hazards in the workplace?</b>									
Discussion: This is often demonstrated with a HAZLOG. Also reference AR 40-5.									
Reference/Authority: DA Pam 40-503, para. 3-2b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(2). (ICP question AS.12.A.2) Is the inventory of health hazards updated annually?</b>									
Discussion: The implication is <i>at least</i> annually.									
Reference/Authority: DA Pam 40-503, para. 3-2b(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(3). (ICP question AS.12.A.3) Are engineering controls for health hazard abatement evaluated periodically?</b>									
Discussion: No less frequently than annually.									
Reference/Authority: DA Pam 40-503, para. 3-2b(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(4). (ICP question AS.12.A.4) Is periodic air sampling identified under the IH Program accomplished?</b>									
Discussion: This sampling is conducted for a wide variety of considerations – and not just limited to Confined Area/Space operations. Many facilities rely on the services of the State/Territory OHN to perform this service.									
Reference/Authority: DA Pam 40-503, para. 3-2d(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(5). (ICP question AS.12.A.5) Are periodic air sampling monitoring/verification and other inspections of workplaces being accomplished as scheduled in the IH Program?</b>									
Discussion: Including surveys.									
Reference/Authority: DA Pam 40-503, para. 3-2c.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(6).</b> (ICP question AS.12.A.6) <b>Is an orientation to the HAZCOM Program documented for all employees?</b>									
Discussion: As previously discussed, <i>initial</i> and <i>recurrent/annual</i> Right-to-Know training is often documented on a DD Form 1556. At the very least, a POI/Lesson/Briefing Outline and Attendance Roster should be available for review.									
Reference/Authority: 29 CFR 1910.1200(h).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(7).</b> (ICP question AS.12.A.7) <b>Are MSDSs maintained in the workplace?</b>									
Discussion: Many facilities include sets in the hangar(s), and a master set in a pubs library – in addition to smaller sets of MSDSs in localized areas, such as the ALSE shop and the fuel tank farm. Paper copies should be maintained, to expedite medical response considerations. This provision requires paper copies in the workplace “shop” libraries.									
Reference/Authority: 29 CFR 1910.1200(g)(8); NG CIR 385-95, para. 3-6d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(8).</b> (ICP question AS.12.A.8) <b>Are worker records of exposure maintained, validated, and current?</b>									
Discussion: <i>Exposure</i> can be to a variety of hazards – noise, radiation, certain chemicals, etc. Also reference AR 40-5.									
Reference/Authority: DA Pam 40-503, para. 3-2f(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(9).</b> (ICP question AS.12.A.9) <b>Are medical examinations performed prior to job assignment and periodically thereafter?</b>									
Discussion: Also reference DODI 6055.5 (Industrial Hygiene and Occupational Health).									
Reference/Authority: AR 40-5, para. 5-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(10).</b> (ICP question AS.12.A.10) <b>Are medical examinations adequate, and performed as required for documented exposure?</b>									
Discussion: This question prompts a review of the workplace hazards assessment and job description, which would entail a complete review of the job, its associated hazards, and tracking required of any exposures. Also reference DODI 6055.5.									
Reference/Authority: AR 40-5, para. 5-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-12a(11). (ICP question AS.12.A.11) Do supervisors play a role in enforcement of employee use of protective clothing and equipment?</b>									
Discussion: By reviewing the Safety Council minutes, and observing the workplace for emplacement and wearing of PPCE, this question can be addressed. Also reference DA Pam 40-503, and AR 385-10.									
Reference/Authority: 29 CFR 1960.9; AR 40-5, para. 5-26a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(12). (ICP question AS.12.A.12) Have all supervisors been provided formal OSHA training?</b>									
Discussion: No employee is exempt from this training – best evidenced by either a DD Form 1556, or a POI/Lesson (or briefing) outline and accompanying attendance roster. This training includes: Supervisory responsibility for providing and maintaining safe and healthful working conditions for employees, the agency occupational safety and health program, Section 19 of the Occupational Safety and Health Act; Executive Order 12196, 29 CFR Part 1960; OSH standards applicable to the assigned workplaces, Federal Agency procedures for reporting hazards, Agency procedures for reporting and investigating allegations of reprisal, and Agency procedures for the abatement of hazards, as well as other appropriate rules and regulations.									
Reference/Authority: 29 CFR 1960.55.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(13). (ICP question AS.12.A.13) If required, is the proper use of protective clothing and equipment included in the employees job performance standards?</b>									
Discussion: Even if no such equipment is warranted, the job description should at least address this topic. Also reference DA Pam 40-503.									
Reference/Authority: 29 CFR 1960.9; AR 385-10, para. 2-2j.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(14). (ICP question AS.12.A.14) Are eye hazardous areas and equipment properly identified and labeled?</b>									
Discussion: Often, State/Territory regulations will provide amplification on the Federal standards for identification/labeling. Also reference AR 385-10.									
Reference/Authority: DA Pam 40-506 (The Army Vision Conservation and Readiness Program), para. 4-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12a(15). (ICP question AS.12.A.15) Are safety glasses provided?</b>									
Discussion: Consider laser hazards, welding considerations, faceshields and goggles. All such protection is to be at the employer's (U.S. Army) expense. Also reference AR 385-10.									
Reference/Authority: DA Pam 40-506, para. 4-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

**F-12a(15)(a). (ICP question AS.12.A.15.1) Are safety eyewear provided for visitors to eye hazard areas?**

Discussion: For all activities in which official visitors and transients may be potentially exposed to hazards, the host, guide, or area supervisor will conduct a risk assessment of the work location to determine the appropriate protective measures.

Reference/Authority: DA Pam 40-506, para. 4-2a; AR 385-10, para. 2-2j(5).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12a(16). (ICP question AS.12.A.16) Are eye examinations accomplished?**

Discussion: This includes an analysis for the job and annual vision screenings. Also reference 29 CFR 1910.133(a)(3).

Reference/Authority: DA Pam 40-506, para. 2-1.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12a(17). (ICP question AS.12.A.17) Is health education/training provided regarding safe work practices, health hazards and prevention?**

Discussion: Also reference DA Pam 40-503, and 29 CFR 1910.1200.

Reference/Authority: 29 CFR 1960.59.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12a(18). (ICP question AS.12.A.18) Are pertinent health education materials provided to employees and notices posted?**

Discussion: A typical example of compliance is the posting of the DD Form 2272 (Department of Defense Safety and Occupational Health Program), on the Safety Bulletin Board.

Reference/Authority: DA Pam 40-503, para. 3-3d; AR 385-10, para. 2-2d.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12a(19). (ICP question AS.12.A.19) Is the OHN involved in design review for proposed construction or new equipment procurement?**

Discussion: Also reference AR 420-10 (Management of Installation of Directorates of Public Works), AR 40-10 (Health Hazard Assessment Program in Support of the Army Materiel Acquisition Decision Process), and AR 40-5.

Reference/Authority: DA Pam 40-503, paragraphs 1-5e(6), and 3-2g.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12a(20). (ICP question AS.12.A.20) Are periodic work site visits conducted by the OHN to collect**

<b>information about work operations and potential hazards and to maintain working relationships with supervisors and employees?</b>									
Discussion: Also reference AR 40-5, regarding this initial and annual requirement.									
Reference/Authority: DA Pam 40-503, para. 3-2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12b: Occupational Noise Exposure.**

This subsection contains ten questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-12b(1). (ICP question AS.12.B.1) Are noise surveys performed routinely and whenever there is change in equipment, or an operation?</b>									
Discussion: Also reference AR 40-5 regarding this annual requirement. Also reference AC 36-2C (Measured or Estimated [Uncertificated] Airplane Noise Levels), AC 36-3G (Estimated Airplane Noise Levels in A-Weighted Decibels), and AC 91-35 (Noise, Hearing Damage, and Fatigue in General Aviation Pilots).									
Reference/Authority: DA Pam 40-503, para. 3-2i.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(2). (ICP question AS.12.B.2) Are noise survey results included in the hazard abatement plan?</b>									
Discussion: AR 40-5 provides amplification of this requirement.									
Reference/Authority: DA Pam 40-503, Figure D-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(3). (ICP question AS.12.B.3) Are noise hazardous areas and equipment properly identified and labeled?</b>									
Discussion: Reference discussion in question F-12a(14) regarding Federal/State (Territory) criteria. Also reference AR 385-10, AC 36-2C, AC 36-3G, and AC 91-35.									
Reference/Authority: AR 40-5, para. 5-16.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(4). (ICP question AS.12.B.4) Are baseline audiograms performed prior to noise exposure?</b>									
Discussion: Significant threshold shifts shall be reported.									
Reference/Authority: AR 40-5, para. 5-16b; DA Pam 40-503, para. 3-2i.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12b(5).** (ICP question AS.12.B.5) **Is an effective, continuing hearing conservation program established which includes, but is not limited to, the following:**

<b>F-12b(5)(a).</b> (ICP question AS.12.B.5.1) <b>Periodic audiograms administered by certified personnel or personnel who have received equivalent military training?</b>									
Discussion: DA Pam 40-501 (Hearing Conservation Program), provides some military-specific amplification.									
Reference/Authority: 29 CFR 1910.95(g)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(5)(b).</b> (ICP question AS.12.B.5.2) <b>For those employees subjected to sound exceeding 85 decibels (dB) on the A scale (dBA), are they required to wear personal protective equipment by Facility SOP?</b>									
Discussion: This requirement also details responsibility for the supervisor to ensure the employee is wearing the hearing protection afforded them. Also reference AC 91-35, and DA Pam 40-501.									
Reference/Authority: 29 CFR 1910.95(d).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(6).</b> (ICP question AS.12.B.6) <b>Are hearing protectors available for visitors?</b>									
Discussion: These should not be "upon request", but visibly evident.									
Reference/Authority: AR 385-10, para. 2-2j(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(7).</b> (ICP question AS.12.B.7) <b>Are hearing protectors properly fitted?</b>									
Discussion: Medically trained personnel shall fit individuals with preformed earplugs, and then examine individuals at least annually to ensure proper earplug condition and fit. Also reference AR 385-10, DA Pam 40-501, and AC 91-35.									
Reference/Authority: AR 40-5, para. 5-16b(7)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(8).</b> (ICP question AS.12.B.8) <b>Where employees are subjected to sound exceeding 85 dBA, are feasible administrative or engineering controls utilized?</b>									
Discussion: Also reference DA Pam 40-501.									
Reference/Authority: 29 CFR 1910.95a; TM 5-805-4 (Noise and Vibration Control), Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12b(8)(a).</b> (ICP question AS.12.B.8.1) <b>If such controls fail to reduce sound levels to within 85 dBA, is personal protective equipment provided to those employees?</b>									
Discussion: Also reference DA Pam 40-501.									



Reference/Authority: 29 CFR 1910.95c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12c: Walking and Working Surfaces.**

This subsection contains seven questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-12c(1).</b> (ICP question AS.12.C.1) <b>Are all aisles and passageways kept in good repair with no obstructions across, or in, aisles at all times?</b>									
Discussion: All places of employment, passageways, storerooms and service rooms shall be kept clean and orderly and in a sanitary condition.									
Reference/Authority: 29 CFR 1910.22(a)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12c(2).</b> (ICP question AS.12.C.2) <b>Are permanent aisles and passageways appropriately marked?</b>									
Discussion: So as to distinguish them as aisles and passageways. Also reference National Fire Protection Association (NFPA) 101 (Life Safety Code).									
Reference/Authority: 29 CFR 1910.22(b)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12c(3).</b> (ICP question AS.12.C.3) <b>Is every stairway floor opening guarded by a standard railing on exposed sides (except at entrance to stairway) consisting of top and intermediate rails and posts with a vertical height of 42 inches nominal?</b>									
Discussion: Every stairway floor opening shall be guarded by a standard railing.									
Reference/Authority: 29 CFR 1910.23(a)(1) and (e)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12c(4).</b> (ICP question AS.12.C.4) <b>Is every open-sided floor or platform, four feet or more above adjacent floor or ground level, guarded by a standard railing, or equivalent, on all sides except where there is an entrance to a ramp, stairway, or fixed ladder?</b>									
Discussion: No exceptions are built into the code, however, this particular part of the code does not address working on aircraft (themselves). See question F-12c(4)(a) below.									
Reference/Authority: 29 CFR 1910.23(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12c(4)(a).</b> (ICP question AS.12.C.4.1) <b>Are appropriate maintenance platforms/safety stands/restraint equipment used when working on aircraft more than ten feet above the ground in a non-tactical environment?</b>									
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<p>Discussion: There is a great deal of misunderstanding as to what height criteria applies to which situations - especially when it comes to aviation applications. Although at least two ARNG facilities have been cited for fall protection violations, neither of these citations were research, nor challenged. As a means of addressing this concern, NGB-AVS developed a means of compliance with the intent of fall protection as defined by HQDA in TM 1-1500-204-23-1. These maintenance platforms/safety stands are typically illustrated in appropriate work stand/restraint equipment manuals. This ten-foot standard is more than two dozen years old, and was originally developed as an adaptation of a rail, maritime, and over-the-road (OTR) standard of 12 feet (reduced for aviation applications as a conservative measure reduction). <i>It is important to note that this is the only standard clearly defined for aviation down to the DA-level, and four-foot, five-foot, and six-foot standards do not apply when working on aircraft.</i> Units and facilities should base their decisions to purchase maintenance stands and platforms on comfortable access to the aircraft by the mechanic, and not a perception of necessity for OSHA compliance. The application of this ten-foot standard is further amplified in NG CIR 385-95, in both tactical and non-tactical environments. This standard, and its application, was presented to DOL (OSHA), and found to be an acceptable method of compliance with the fall protection standards that apply.</p>							
Reference/Authority: TM 1-1500-204-23-1, page c; NG CIR 385-95, para. 5-5.							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-12c(5). (ICP question AS.12.C.5) Is every flight of stairs having four or more risers equipped with standard stair railings?</b>							
Discussion: The width of the stairway is to be measured clear of all obstructions except the handrail.							
Reference/Authority: 29 CFR 1910.23(d)(1)(i-v).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

<b>F-12c(6). (ICP question AS.12.C.6) Is vertical clearance above any stair tread to an overhead obstruction at least seven feet measured from the leading edge of the tread?</b>							
Discussion: This question serves to abate cranial injuries, and preclude trip and fall hazards.							
Reference/Authority: 29 CFR 1910.24(i).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

**F-12d: Portable ladders.**

This subsection contains four questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-12d(1). (ICP question AS.12.D.1) Are portable wood ladders free of sharp edges and without cracks or breaks?</b>							
Discussion: All wood parts shall be free from sharp edges and splinters; sound and free from shake, wane, compression failures, decay or other irregularities.							
Reference/Authority: 29 CFR 1910.25(b).							
Yes		No		HAZLOG No.		N/A	Comment (See Below)
Comment:							

**F-12d(2).** (ICP question AS.12.D.2) **Are portable metal ladders properly maintained, to include:**

<b>F-12d(2)(a).</b> (ICP question AS.12.D.2.1) <b>Are the bottoms of the four rails supplied with insulating non-slip material?</b>									
Discussion: This material is specifically provided for the safety of the user. Also reference TM 1-1500-204-23-9, Chapter 9.									
Reference/Authority: 29 CFR 1910.26(a)(3)(vii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12d(2)(b).</b> (ICP question AS.12.D.2.2) <b>Are the ladders maintained and stored in good usable condition at all times?</b>									
Discussion: They shall also be inspected if they tip over for side rails dents or bends, or excessively dented rungs. Also reference TM 1-1500-204-23-9, Chapter 9.									
Reference/Authority: 29 CFR 1910.26(c)(2)(iv).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12d(2)(c).</b> (ICP question AS.12.D.2.3) <b>Are ladders free of bends, breaks, sharp edges, and loose parts?</b>									
Discussion: The metal of the ladder shall be protected against corrosion unless inherently corrosion-resistant. Also reference TM 1-1500-204-23-9, Chapter 9.									
Reference/Authority: 29 CFR 1910.26a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12e: Mobile Ladder Stands and Work Platforms.**

This subsection contains five questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-12e(1).</b> (ICP question AS.12.E.1) <b>Are ladder stands and work platforms load-tested and capable of supporting at least four times the design work load?</b>									
Discussion: All parts and appurtenances necessary for safe and efficient utilization of the ladder must be integral parts of the design of the ladder. Light ladders carry a working load of 25 pounds per square foot; medium – 50; and heavy – 75. Also reference TM 1-1500-204-23-9, Chapter 9.									
Reference/Authority: 29 CFR 1910.29(a)(2)(ii)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12e(2).</b> (ICP question AS.12.E.2) <b>Are all exposed surfaces free of sharp edges, burrs, and other safety hazards?</b>									
Discussion: Also: Nails, bolts, or other fasteners used in the construction of ladders, scaffolds, and towers shall be of adequate size and in sufficient numbers at each connection to develop the designed strength of the unit.									
Reference/Authority: 29 CFR 1910.29(a)(2)(v).									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12e(3).</b> (ICP question AS.12.E.3) <b>Is a standard (four inch nominal) toe-board installed for work levels ten feet or higher above the ground or floor?</b>									
Discussion: This precludes items from being kicked to passers-by below. The balcony area surrounding tops of stairwells is a typical offending location. Also reference TM 1-1500-204-23-1, page c; and NG CIR 385-95, para. 5-5.									
Reference/Authority: 29 CFR 1910.29(a)(3)(vi).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12e(4).</b> (ICP question AS.12.E.4) <b>For work levels ten feet or higher above the ground or floor, is a guardrail of two-by-four inch nominal, or equivalent, installed to no less than 36 inches, or no more than 42 inches high with a mid-rail, when required?</b>									
Discussion: This complements the toeboard requirement, and augments the fall protection considerations. Also reference TM 1-1500-204-23-1, page c; and NG CIR 385-95, para. 5-5.									
Reference/Authority: 29 CFR 1910.29(a)(3)(vii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12e(5).</b> (ICP question AS.12.E.5) <b>Are wheels/casters provided with a positive wheel and/or swivel lock to prevent movement?</b>									
Discussion: Ladder stands shall have at least two of the four casters and shall be of the swivel type. Also reference TM 1-1500-204-23-9, Chapter 9.									
Reference/Authority: 29 CFR 1910.29(a)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12f: Means of Egress.**

This subsection contains 22 questions. When used as an ASAAPS, no fewer than 25 percent (six) of the applicable questions in this subsection shall be asked/answered.

<b>F-12f(1).</b> (ICP question AS.12.F.1) <b>Are all exits free and unobstructed to allow for easy egress (exit) from buildings when occupied?</b>									
Discussion: Means of egress shall be continuously maintained free of all obstructions or impediments to full instant use in the case of fire or other emergency.									
Reference/Authority: 29 CFR 1910.37(k)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(2).</b> (ICP question AS.12.F.2) <b>Is each exit clearly visible of the route thereto conspicuously indicated in such a manner that every occupant of every building or structure (of the facility) who is</b>									
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<b>physically and mentally capable, will readily know the direction of escape from any point?</b>									
Discussion: Physical capability also entails those on crutches or in wheelchairs, IAW the Americans with Disabilities Act (ADA). Crouching or seating at wheelchair height may be required to gage compliance.									
Reference/Authority: 29 CFR 1910.38(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(3). (ICP question AS.12.F.3) Is each path of escape in its entirety arranged or marked so the way to a place of outside safety is unmistakable?</b>									
Discussion: The details of this requirement include dead-end limitations, headroom, and illumination of markings.									
Reference/Authority: 29 CFR 1910.37(e) and (q).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(4). (ICP question AS.12.F.4) Are all building exits marked with readily visible signs – in all cases where the exit or way to reach it is not immediately visible to the occupant?</b>									
Discussion: The requirement extends to identifying “non-exits”.									
Reference/Authority: 29 CFR 1910.37(q)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(5). (ICP question AS.12.F.5) Is every exit sign suitable illuminated by a reliable light source giving a value of not less than five foot candles on the illuminated surface?</b>									
Discussion: There are three basic sources of illumination, including self-luminous – consider each.									
Reference/Authority: 29 CFR 1910.37(q)(6).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(6). (ICP question AS.12.F.6) Are stairs, aisles, corridors, ramps and passageways leading to an exit illuminated at all points to a value of not less than one foot candle measured at the floor?</b>									
Discussion: Also reference 29 CFR 1910.36. One foot candle equates to 10 lux. In assembly occupancies, the illumination of the floors of exit access shall be at least 0.2 foot candles (2 lux) during periods of performances or projections involving directed light.									
Reference/Authority: NFPA 101, para. 5-8.1.3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(7). (ICP question AS.12.F.7) Has each emergency light been tested monthly for a minimum of 30 seconds, and annually for 1-1/2 hours duration?</b>									
Discussion: And is documentation available as evidence of this testing?									
Reference/Authority: NFPA 101, para. 5-9.3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-12f(8).</b> (ICP question AS.12.F.8) <b>Are letters on exit signs not less than six inches high with the principal strikes of the letters not less than 3/4 inches wide?</b>									
Discussion: Minimum width of the characters, except the letter "I" shall be not less than two inches, with minimum spacing between letters of not less than 3/8 inch.									
Reference/Authority: 29 CFR 1910.37(q)(8); NFPA 101, para. 5-10.2.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(9).</b> (ICP question AS.12.F.9) <b>Are furnishings, decorations or other objects placed in such a manner (so) as to not obstruct exits, access thereto, egress therefrom, or visibility thereof?</b>									
Discussion: There are limitations on "creating rooms" with partitioning furniture. Effective 7 December 2002, OSHA extended authority to use NFPA 101 in lieu of the OSHA standard for exit routing. While these standards are similar, the Life Safety Code is more complete in its details. Authority for this substitution can be found on the OSHA website at <a href="http://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=NEWS_RELEASES&amp;p_id=9810&amp;p_text_version=FALSE">http://www.osha.gov/pls/oshaweb/owadisp.show_document?p_table=NEWS_RELEASES&amp;p_id=9810&amp;p_text_version=FALSE</a> .									
Reference/Authority: 29 CFR 1910.37(l)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(10).</b> (ICP question AS.12.F.10) <b>Can all exits be reached without going through a kitchen, storeroom, restroom, closet, or similar space subject to being locked?</b>									
Discussion: Exception: where the exit is required to serve only the room subject to locking.									
Reference/Authority: 29 CFR 1910.37(f)(3); NFPA 101, para. 5-5.2.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(11).</b> (ICP question AS.12.F.11) <b>Are at least two separate exits provided for each floor level that are located remote from each other to minimize any possibility that both exits might be blocked by fire?</b>									
Discussion: ...or blocked by other emergency condition. The minimum number of separate means of egress from any story or portion thereof shall be: For occupant loads more than 500 but not more than 1,000 – three. More than 1,000 – four.									
Reference/Authority: 29 CFR 1910.36(b)(8); NFPA 101, paragraphs 5-4.1.1, and 5-5.1.3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(12).</b> (ICP question AS.12.F.12) <b>Do exit doors swing in the direction of exit travel when serving an occupant load of 50 or more people?</b>									
Discussion: Including those that are on the way to an exit. They shall (each) be of the single-hinged, swinging type.									
Reference/Authority: 29 CFR 1910.37(f)(2); NFPA 101, para. 5-2.1.4.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

<b>F-12f(13).</b> (ICP question AS.12.F.13) <b>Are horizontal sliding or vertical doors, that are used as exits in lieu of side-hinged swinging doors, secured in the full open position when the area is occupied?</b>									
Discussion: Also see sub-question below. Of particular concern are doors to rooms that may be used for briefings that may be of a NOFORN or classified nature.									
Reference/Authority: NFPA 101, para. 5-2.1.14.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(13)(a).</b> (ICP question AS.12.F.13.1) <b>Are all exits prohibited from being locked or fastened when the building is occupied?</b>									
Discussion: One of the very few ways to demonstrate compliance with this requirement is to include mention in the SOP.									
Reference/Authority: 29 CFR 1910.36(b)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(13)(b).</b> (ICP question AS.12.F.13.2) <b>Is there a durable sign on or adjacent to the door indicating <i>THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED</i>?</b>									
Discussion: The text of the sign is a verbatim requirement. These letters shall be at least one inch high and on a contrasting background.									
Reference/Authority: NFPA 101, para. 5-2.1.4.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12f(14).** (ICP question AS.12.F.14) **Is the maximum travel distance in any occupied space to at least one exit less than the following limits:**

<b>F-12f(14)(a).</b> (ICP question AS.12.F.14.1) <b>Office Area(s) – 200 feet?</b>									
Discussion: NFPA 101 describes a variety of use buildings and spaces. The latitude to consider a particular portion of a building an office area is liberal.									
Reference/Authority: NFPA 101, Section 5-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(14)(b).</b> (ICP question AS.12.F.14.2) <b>Aircraft Maintenance Area(s) – 150 feet?</b>									
Discussion: Aircraft maintenance areas also affect changes in maximum occupancies.									
Reference/Authority: NFPA 101, Section 5-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(14)(c).</b> (ICP question AS.12.F.14.3) <b>Dormitories/Sleeping Quarters – 100 feet?</b>									
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Discussion: Sleeping quarters also require smoke detection capability.									
Reference/Authority: NFPA 101, Section 5-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(15).</b> (ICP question AS.12.F.15) <b>Are doors in a required means of egress equipped with panic hardware (quick-release bar) from any area having an occupant load of 100 or more persons?</b>									
Discussion: The code provides for three exceptions, dealing principally delayed egress locks as permitted in Chapter 9 of the code, and locking devices as covered in Chapter 5 of the code.									
Reference/Authority: NFPA 101, para. 9-2.2.2.3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(16).</b> (ICP question AS.12.F.16) <b>When exit doors are locked, can the door be unlocked from the inside without the use of a key, or specific knowledge or effort?</b>									
Discussion: <i>Knowledge</i> may imply a combination lock. There are three noted exceptions to this requirement, dealing with particular types of occupancies extraordinary to most ARNG Aviation organizations. Also, with the introduction of increased security measures following 11 Sep 01, many remote-button electrically-activated door lock releases are not in compliance with this code.									
Reference/Authority: NFPA 101, para. 5-2.1.5.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(17).</b> (ICP question AS.12.F.17) <b>Where a means of egress is not substantially level, has the difference in elevation been negotiated by stairs or ramps?</b>									
Discussion: For example, an exit door opens to a drop-off of a foot or more.									
Reference/Authority: 29 CFR 1910.37(j).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12f(18).</b> (ICP question AS.12.F.18) <b>Are non-exit doors, passage or stairways, which can be mistaken for an exit, properly marked <i>NOT AN EXIT</i>?</b>									
Discussion: In one story buildings where the exit is clearly visible, it is not necessary to mark doors to small closets. Similarity in wording is permitted, or the sign may indicate the actual character of the room (such as, "To Basement", "Storeroom").									
Reference/Authority: 29 CFR 1910.37(q)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12g: Flammable and Combustible Liquids.**

This subsection contains 12 questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.



<b>F-12g(1).</b> (ICP question AS.12.G.1) <b>Are only approved containers and portable tanks used in the storage of flammable and combustible liquids?</b>									
Discussion: As authorized in 49 CFR, Chapter 1.									
Reference/Authority: 29 CFR 1910.106(d)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12g(2).</b> (ICP question AS.12.G.2) <b>Are no more than 60 gallons of class I or class II liquids, nor more than 120 gallons of class III, stored in a storage cabinet?</b>									
Discussion: Also reference Table H-12 of Subpart H.									
Reference/Authority: 29 CFR 1910.106(d)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12g(3).</b> (ICP question AS.12.G.3) <b>Are only approved storage cabinets used to store flammable and combustible liquids, and are they properly labeled <i>FLAMMABLE – KEEP FIRE AWAY</i>?</b>									
Discussion: Reference NFPA 251 (Standard Methods of Tests of Fire Endurance of Building Construction and Materials), which is incorporated by reference as specified in 29 CFR 1910.6.									
Reference/Authority: 29 CFR 1910.106(d)(3)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12g(4).** (ICP question AS.12.G.4) **Regarding inside storage rooms:**

<b>F-12g(4)(a).</b> (ICP question AS.12.G.4.1) <b>Are there provisions to contain the liquid in the event of spillage?</b>									
Discussion: Four-inch ramp or sill, liquid-tight, trench, etc. Also reference TM 5-805-6.									
Reference/Authority: 29 CFR 1910.106(d)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12g(4)(b).</b> (ICP question AS.12.G.4.2) <b>Are openings to other rooms provided with approved self-closing fire doors?</b>									
Discussion: Also reference table H-13 in Subpart H.									
Reference/Authority: 29 CFR 1910.106(d)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12g(4)(c).</b> (ICP question AS.12.G.4.3) <b>Is the room liquid-tight where the walls join the floor?</b>									
Discussion: Also reference TM 5-805-6, and NFPA 80 (Standard for Fire Windows and Fire Doors), which is incorporated by reference as specified in 29 CFR 1910.6.									
Reference/Authority: 29 CFR 1910.106(d)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

**F-12g(4)(d). (ICP question AS.12.G.4.4) Does the electrical wiring and equipment located inside storage room meet the requirements of 29 CFR 1910.106(d)(4)(iii)?**

Discussion: For electrical wiring and equipment located in inside storage rooms used for Class I liquids, the wiring shall be approved under Subpart S (Electrical), of 29 CFR 1910 for Class I, Division 2 Hazardous locations. For Class II and Class III liquids, the wiring shall be approved (just) for general use. Also reference TM 5-682.

Reference/Authority: 29 CFR 1910.106(d)(4)(iii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12g(4)(e). (ICP question AS.12.G.4.5) Does ventilation system provide for a complete change of air within the room at least six times per hour?**

Discussion: Objective evidence of this measurement should be available. Also reference TM 5-810-1 (Mechanical Design Heating, Ventilating and Air Conditioning), and TM 5-815-3 (Heating Ventilating and Air Conditioning [HVAC] Control Systems), TM 5-670 (Repairs and Utilities for Refrigeration Air Conditioning, Mechanical Ventilation and Evaporative Cooling), and TM 5-671 (Repairs and Utilities: Preventive Maintenance for Refrigeration, Air Conditioning, Mechanical Ventilation and Evaporative Cooling).

Reference/Authority: 29 CFR 1910.106(d)(4)(iv).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12g(5). (ICP question AS.12.G.5) Are flammable and combustible liquids contained inside the building stored in such a manner (so) as to not limit the use of exits, stairways, or areas normally used for the safe egress of personnel?**

Discussion: Also reference table H-14 in Subpart H.

Reference/Authority: 29 CFR 1910.106(d)(5).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12g(6). (ICP question AS.12.G.6) Are suitable fire control devices (small hose or portable extinguishers) available at locations where flammable and combustible liquids are stored?**

Discussion: At least one portable fire extinguisher having a rating of not less than 12-B units shall be located outside of, but not more than ten feet from, the door opening into any room used for storage.

Reference/Authority: 29 CFR 1910.106(d)(7).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12g(7). (ICP question AS.12.G.7) Are containers bonded to tank and drums prior to dispensing?**

Discussion: Also SOP requirements for/of this action, and TC 11-6 (Grounding Techniques).

Reference/Authority: 29 CFR 1910.106(e)(6)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

<b>F-12g(8). (ICP question AS.12.G.8) Does the quantity of flammable/combustible liquid stored outside an inside storage room not exceed that permitted?</b>									
Discussion: Requirements are: 25 gallons of Class IA liquids in containers; 120 gallons of Class IB, IC, II, or III liquids in containers; 660 gallons of Class IB, IC, II, or III liquids in a single portable tank; or as provided in para. (b) of 29 CFR 1910.106.									
Reference/Authority: 29 CFR 1910.106(e)(2)(ii)(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12h: Spray Painting Operations.**

This subsection contains 13 questions. When used as an ASAAPS, no fewer than 25 percent (four) of the applicable questions in this subsection shall be asked/answered.

<b>F-12h(1). (ICP question AS.12.H.1) Is open flame or spark-producing equipment prohibited in any spraying area or within 20 feet thereof, unless separated by a partition?</b>									
Discussion: Compliance with this requirement should be demonstrated by mention in the SOP, in addition to posting of requisite signs.									
Reference/Authority: 29 CFR 1910.107(c)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(2). (ICP question AS.12.H.2) Is the average velocity of the exhaust air over the open face of dry type spray booths (or cross section during spraying operations) not less than 100 linear feet per minute?</b>									
Discussion: Evidence of this measurement should be available for review. Also reference TM 5-670, TM 5-671, TM 5-810-1, and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.107(b)(5)(i).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(3). (ICP question AS.12.H.3) Is the spray booth equipped with visible gauges or audible alarm or pressure-activated devices to indicate or ensure the required air velocity is maintained?</b>									
Discussion: Filter rolls shall be inspected to ensure proper replacement of the filter media. Also reference TM 5-670, TM 5-671, TM 5-810-1, and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.107(b)(5)(i).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(4). (ICP question AS.12.H.4) Is space within dry type spray booths on the downstream and upstream sides of filters protected with approved automatic sprinklers?</b>									
Discussion: Filters or filter rolls shall not be used when applying a spray material known to be highly susceptible to spontaneous heating and ignition.									

Reference/Authority: 29 CFR 1910.107(b)(5)(iv).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(5).</b> (ICP question AS.12.H.5) <b>Are sprinkler heads maintained as free from deposits as practical by cleaning daily if necessary?</b>									
Discussion: See also para. (g) of the same CFR section.									
Reference/Authority: 29 CFR 1910.107(f)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(6).</b> (ICP question AS.12.H.6) <b>Is a clear space of not less than three feet on all sides of the spray booth kept free from storage or combustible construction to provide ready access for cleaning?</b>									
Discussion: This does not imply the booth cannot be located closer to a cinderblock-like wall.									
Reference/Authority: 29 CFR 1910.107(a)(9).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(7).</b> (ICP question AS.12.H.7) <b>Is electrical wiring and equipment, to include lighting of explosion-proof type approved for Class I, Group D locations</b>									
Discussion: Electrical wiring and equipment shall conform to the provisions of 29 CFR 1910.107 and Subpart S. Also reference TM 5-811-2 (Electrical Design, Interior Electrical System).									
Reference/Authority: 29 CFR 1910.107(c)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(8).</b> (ICP question AS.12.H.8) <b>Are electric lamps totally enclosed and protected from mechanical damage by suitable guards to prevent the falling of hot particles?</b>									
Discussion: This applies to electric lamps outside of, but within 20 feet of any spraying area, and not separated therefrom by a partition. Also reference TM 5-811-2.									
Reference/Authority: 29 CFR 1910.107(c)(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(9).</b> (ICP question AS.12.H.9) <b>Is the exhaust duct system of the spray booth an independent system discharging to the exterior of the building?</b>									
Discussion: Except that multiple cabinet spray booths in which identical spray finishing material is used with a combined frontal area of not more than 18 square feet may have a common exhaust. If more than one fan serves one booth, all fans shall be interconnected that one fan cannot operate without all fans being operated. Also reference TM 5-810-1 and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.107(d)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(10). (ICP question AS.12.H.10) Is the fan rotating element of non-ferrous or non-sparking construction?</b>									
Discussion: Or – the casing shall consist of or be lined with such material. This should be checked during original construction/installation, and at each service of the fan. Also reference TM 5-810-1 and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.107(d)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(11). (ICP question AS.12.H.11) Is air exhaust from spray operations directed so that it will not contaminate makeup air being introduced into the spray booth?</b>									
Discussion: Or other ventilating intakes, nor directed so as to create a nuisance. Also reference TM 5-810-1 and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.107(d)(9).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(12). (ICP question AS.12.H.12) Is an adequate supply of suitable portable fire extinguishers installed near all spraying operations?</b>									
Discussion: Also reference AR 420-90, FM 5-415 and TM 5-315.									
Reference/Authority: 29 CFR 1910.107(f)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12h(13). (ICP question AS.12.H.13) Are Painters provided and required to wear airline respirators, coveralls, and loose-fitting hoods as personal protective equipment when painting with Chemical Agent Resistant Coating (CARC) paint?</b>									
Discussion: Also reference DA Pam 40-503.									
Reference/Authority: Army Environmental Hygiene Agency (AEHA) Technical Guide (TG) No. 144 (Guidelines for Controlling Health Hazards in Painting Operations), para. B-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i: Dip Tanks (Parts Cleaners) Containing Flammable or Combustible Liquids.**

This subsection contains nine questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-12i(1). (ICP question AS.12.I.1) Are the dip tanks of the approved type?</b>									
Discussion: Refer to 29 CFR 1910.7 for definition of nationally recognized testing laboratory (for approval).									
Reference/Authority: 29 CFR 1910.108(a)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

**F-12i(2). (ICP question AS.12.I.2) Are open flames, spark-producing devices, or heated surfaces (with sufficient temperature to ignite vapors) prohibited in any vapor area?**

Discussion: Except as specifically permitted in the code, relating to electrostatic apparatus, electrical wiring and equipment in any vapor area (as defined) shall be explosion proof type according to the requirements of 29 CFR 1910, Subpart S for Class I, Group D locations and shall otherwise conform to Subpart S.

Reference/Authority: 29 CFR 1910.108(e)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i(3). (ICP question AS.12.I.3) Are areas in the vicinity of the dip tank kept clear as practical of combustible stock entirely free of combustible debris?**

Discussion: This common fire standard exists for many functional areas and considerations.

Reference/Authority: 29 CFR 1910.108(f)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i(4). (ICP question AS.12.I.4) Are approved metal waste cans provided when waste or rags are used in connection with dipping operations?**

Discussion: These areas shall be kept as clear of combustible stock as practical and shall be kept entirely free of combustible debris.

Reference/Authority: 29 CFR 1910.108(f)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i(4)(a). (ICP question AS.12.I.4.1) Are the contents of the cans properly disposed of, at least once daily, at the end of the work shift?**

Discussion: When waste or rags are used in connection with dipping operations, approved metal waste cans shall be provided and all impregnated rags or waste deposited therein immediately after use.

Reference/Authority: 29 CFR 1910.108(f)(2).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i(5). (ICP question AS.12.I.5) Are *NO SMOKING* signs posted in the vicinity of dip tanks?**

Discussion: These signs shall be in large letters on contrasted color background, and shall be conspicuously posted in the vicinity of the dip tank.

Reference/Authority: 29 CFR 1910.108(f)(4).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12i(6). (ICP question AS.12.I.6) Are areas in the vicinity of the dip tanks provided with manual fire extinguishers suitable for flammable and combustible liquid fires?**

Discussion: These fire extinguishers shall conform to 29 CFR 1910.157.									
Reference/Authority: 29 CFR 1910.108(g)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12i(7). (ICP question AS.12.I.7) Are dip tank covers arranged to close automatically in the event of fire, actuated by approved automatic devices, and also arranged for manual operation?</b>									
Discussion: Covers shall be of substantial noncombustible material or of tin-clad type with enclosing metal applied with locked joints.									
Reference/Authority: 29 CFR 1910.108(g)(6).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12i(8). (ICP question AS.12.I.8) Are covers kept closed when tanks are not in use?</b>									
Discussion: The protects the employees in the vicinity of the dip tank in addition to the integrity of the components in the tank.									
Reference/Authority: 29 CFR 1910.108(g)(6)(iv).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12j: Personal Protective Equipment.**

This subsection contains 19 questions. When used as an ASAAPS, no fewer than 25 percent (five) of the applicable questions in this subsection shall be asked/answered.

<b>F-12j(1). (ICP question AS.12.J.1) Is approved protective eye and face equipment provided to personnel who work in designated eye-hazard areas?</b>									
Discussion: When exposed to eye or face hazards from flying particles, molten metal, liquid chemicals, acids or caustic liquids, chemical gases or vapors, or potentially injurious light radiation. Also reference DA Pam 40-506.									
Reference/Authority: 29 CFR 1910.133(a)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(2). (ICP question AS.12.J.2) Is approved safety-toe footwear provided to personnel who work in areas where hazards exist which could result in foot or toe injuries?</b>									
Discussion: When handling material that can injure the feet, wear safety shoes that meet ANSI Standard Z41 (American National Standard for Personal Protection – Protective Footwear). Approved shoes will have “ANSI Z41” labeled or embossed thereon.									
Reference/Authority: 29 CFR 1910.132(a); TB 385-4, para. 6-2f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(3). (ICP question AS.12.J.3) Are there written standard operating procedures governing the</b>									
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<b>selection and use of respirators?</b>									
Discussion: These procedures must be worksite-specific, which implies not only geographic location, but down to task-specific. Also reference DA Pam 40-503.									
Reference/Authority: 29 CFR 1910.134(c)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(4). (ICP question AS.12.J.4) If mission requires welding in confined spaces, are the use of air-line respirators mandatory?</b>									
Discussion: Part 1910.252 covers a wide variety of requirements, many of which are required to be documented.									
Reference/Authority: 29 CFR 1910.252(c)(4)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(5). (ICP question AS.12.J.5) Is approved equipment (e.g., sprayers when utilizing the wet method, or encapsulation devices equipped with HEPA-filter vacuum dust collects) available and use to protect Brake and Clutch Mechanics from asbestos dust?</b>									
Discussion: For facilities in which no more than five pair of brakes or five clutches are inspected, disassembled, repaired, or assembled per week, the method set forth in para. [D] of Appendix F of 29 CFR 1910.1001 may be used.									
Reference/Authority: 29 CFR 1910.1001(f)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(6). (ICP question AS.12.J.6) Are respirators provided to personnel working in areas contaminated with harmful dust, fogs, fumes, mists, gases, smokes, sprays, vapors, or oxygen-deficient environments?</b>									
Discussion: These respirators may be required to be the air line type, with forced-air ventilation.									
Reference/Authority: 29 CFR 1910.134(a)(1) and (2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(6)(a). (ICP question AS.12.J.6.1) Are the respirators suitable/approved for the purpose intended?</b>									
Discussion: The employer shall be responsible for the establishment and maintenance of a respiratory protection program.									
Reference/Authority: 29 CFR 1910.134(a)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(7). (ICP question AS.12.J.7) Is the user instructed and properly trained periodically in the proper use of respirators and their limitations?</b>									
Discussion: There are nine key points this training must cover – the details are in the subparagraphs of 29									



CFR 1910.134(c)(1). This, as with all training, must be document, typically using a Lesson Plan/POI/Briefing Outline and accompanying attendance roster.									
Reference/Authority: 29 CFR 1910.134(c)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(8).</b> (ICP question AS.12.J.8) <b>Are respirators used routinely inspected during cleaning?</b>									
Discussion: Also reference Appendix A to 29 CFR 1910.134 for more detailed requirements of fit testing procedures (mandatory).									
Reference/Authority: 29 CFR 1910.134(h)(3)(i)(A).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(8)(a).</b> (ICP question AS.12.J.8.1) <b>Are worn or deteriorated parts replaced?</b>									
Discussion: The employer shall ensure respirators that fail an inspection or are otherwise found to be defective are removed from service, and are discarded or repaired or adjusted.									
Reference/Authority: 29 CFR 1910.134(h)(3)(iv)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(9).</b> (ICP question AS.12.J.9) <b>Does breathing air used with air-line respirators meet the requirements for grade D breathing air?</b>									
Discussion: Compressed oxygen shall not be used in atmosphere-supplying respirators that have previously used compressed air.									
Reference/Authority: 29 CFR 1910.134(i)(1)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(10).</b> (ICP question AS.12.J.10) <b>If an oil-lubricated air compressor is used to supply air to air-line respirators, is a high temperature or carbon monoxide alarm, or both, installed?</b>									
Discussion: For compressors that are not oil-lubricated, the employer shall ensure carbon monoxide levels in the breathing air do not exceed 10 parts per million (ppm). Also reference TM 5-810-4.									
Reference/Authority: 29 CFR 1910.134(i)(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(10)(a).</b> (ICP question AS.12.J.10.1) <b>If only a high-temperature alarm is installed, is the air from the compressor frequently tested for carbon monoxide?</b>									
Discussion: The requirement is for sufficient intervals to prevent carbon monoxide in the breathing air from exceeding 10 ppm. Also reference TM 5-810-4.									
Reference/Authority: 29 CFR 1910.134(i)(7).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12j(11).** (ICP question AS.12.J.11) **Regarding respirator training, has this training provided the opportunity to:**

<b>F-12j(11)(a).</b> (ICP question AS.12.J.11.1) <b>Handle the respirator?</b>									
Discussion: Also reference Appendix D of 29 CFR 1910.134.									
Reference/Authority: 29 CFR 1910.134(c)(1), and (k).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(11)(b).</b> (ICP question AS.12.J.11.2) <b>Have it properly fitted?</b>									
Discussion: In particular, fit testing procedures for tight fitting respirators.									
Reference/Authority: 29 CFR 1910.134(c)(i), (f), and (k).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(11)(c).</b> (ICP question AS.12.J.11.3) <b>Test its face-to-face seal?</b>									
Discussion: This includes instructions to wash faces and respirator facepieces as necessary to prevent eye or skin irritation associated with respirator use; in addition to several other key training elements.									
Reference/Authority: 29 CFR 1910.134(c)(i), (f), (g), and (k).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(11)(d).</b> (ICP question AS.12.J.11.4) <b>Wear it in normal air for a long familiarity period?</b>									
Discussion: This may include testing in negative and positive pressure modes.									
Reference/Authority: 29 CFR 1910.134(c)(i), (f), (g), and (k).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(11)(e).</b> (ICP question AS.12.J.11.5) <b>Wear it in a test atmosphere?</b>									
Discussion: The fit test shall be accomplished using an OSHA-accepted protocol.									
Reference/Authority: 29 CFR 1910.134(c)(i), (f), (g), and (k).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12j(12).</b> (ICP question AS.12.J.12) <b>After inspection, cleaning, and necessary repair, are respirators stored to protect them against dust, sunlight, heat, extreme cold, excessive moisture, or damaging chemicals?</b>									
Discussion: Additionally, they shall be packed or stored to prevent deformation of the facepiece and exhalation valve.									
Reference/Authority: 29 CFR 1910.134(h)(2)(i).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	

Comment:

**F-12k: General Environmental Controls.**

This subsection contains eight questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

**F-12k(1). (ICP question AS.12.K.1) Are all sweepings, solid or liquid wastes, refuse, and garbage removed and stored in such a manner so as to avoid a menace to health as often as is necessary?**

Discussion: The requirement continues to say or as necessary or appropriate to maintain the place of employment in a sanitary condition. Also reference DA Pam 40-503.

Reference/Authority: 29 CFR 1910.141(a)(4)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12k(2). (ICP question AS.12.K.2) Is potable water provided in all places of employment for drinking and washing of the person?**

Discussion: This does not imply that food or beverage is permitted in a toxic hazard environment, such as a hangar floor, Allied- or ALSE-shop, etc. Also reference TM 5-813-1 (Water Supply Sources and General Considerations).

Reference/Authority: 29 CFR 1910.141(b)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12k(3). (ICP question AS.12.K.3) Are sufficient number of toilet facilities provided?**

Discussion: For one to 15 persons, one water closet (where toilet facilities will not be used by women, urinals may be provided instead of water closets, except that the number of water closets in such cases shall not be reduced to less than 2/3 of the minimum specified). For 16 to 35 – two. For 36 to 65 – three. For 56 to 80 – four. For 81 to 110 – five. For 111 to 150 – six. For over 150 – one additional fixture for each 40 employees. Also reference DG 415-3.

Reference/Authority: 29 CFR 1910.141(c)(1) (Table J-1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12k(4). (ICP question AS.12.K.4) Are lavatories provided with hot and cold running water, or tepid running water?**

Discussion: This must be potable water. Also reference TM 5-813-1.

Reference/Authority: 29 CFR 1910.141(d)(2)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**F-12k(4)(a). (ICP question AS.12.K.4.1) Is hand soap, or similar cleansing agent, provided?**

Discussion: No specific format is specified. Many shops use a soap that can assist in the grease removal inherent to shops.

Reference/Authority: 29 CFR 1910.141(d)(2)(iii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12k(4)(b).** (ICP question AS.12.K.4.2) **Are individual hand towels or sections thereof, of cloth or paper, warm air blowers, or clean individual sections of continuous toweling provided?**

Discussion: This must be convenient to the lavatories, and the question speaks to provisions for the washing of hands. *However, one could suppose that the individual responsible for posting toilet tissue in each of the water closets/stalls is among the most important in the facility!*

Reference/Authority: 29 CFR 1910.141(d)(2)(iv).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12k(5).** (ICP question AS.12.K.5) **Are change rooms, equipped with separate storage for street clothes and separate storage for protective clothing, provided whenever employees are required to wear protective clothing due to possibility of contamination from toxic materials?**

Discussion: Change rooms must be equipped with storage facilities for street clothes and separate storage facilities for the protective clothing. Also reference DG-415-3.

Reference/Authority: 29 CFR 1910.141(e).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12k(6).** (ICP question AS.12.K.6) **Are all lights functional and providing adequate lighting for maintenance shops and hangars?**

Discussion: During working hours, overhead lighting shall be reduced to no less than: 50 foot candles at work stations; 30 foot candles in work areas; 10 foot candles in non-working areas (but not less than one [reference egress criteria]). Also reference DG-415-3.

Reference/Authority: DA Pam 40-506, para. 3-3.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12l: Medical and First Aid.**

This subsection contains three questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

**F-12l(1).** (ICP question AS.12.L.1) **In the absence of an infirmary, clinic, or hospital in near proximity to the workplace, is an employee, or are employees, adequately trained to render first aid and Cardiopulmonary Resuscitation (CPR)?**

Discussion: The employer shall ensure the ready availability of medical personnel for advice and consultation on matters of plant health. Also reference DA Pam 40-13.

Reference/Authority: 29 CFR 1910.151(b).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12l(2).</b> (ICP question AS.12.L.2) <b>Are first aid supplies, approved by the consulting physician, readily available?</b>									
Discussion: Either purchased commercially or through the government supply system. Also consider their periodic inspection and restocking.									
Reference/Authority: 29 CFR 1910.151(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12l(3).</b> (ICP question AS.12.L.3) <b>Are suitable facilities for quick drenching, or flushing of the eyes and body, provided within the work area whenever the eyes or body of any person may be exposed to injurious corrosive materials?</b>									
Discussion: These must be within the work area for immediate emergency use. Maximum travel distances (must be inside the battery shop per DG 415-3, para. AP2.4.8.2)/time (ten seconds) apply.									
Reference/Authority: 29 CFR 1910.151(c); ANSI Z358.1, para. 4.6; FM 3-04.500, Appendix E, page 4; DG 415-3, para. AP2.4.8.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12m: Fire Protection.**

This subsection contains 14 questions. When used as an ASAAPS, no fewer than 25 percent (four) of the applicable questions in this subsection shall be asked/answered.

<b>F-12m(1).</b> (ICP question AS.12.M.1) <b>Is the Facility Emergency Action Plan, and Fire Prevention Plan tested annually?</b>									
Discussion: <i>Annually</i> is the minimum criteria for testing. The employer shall ensure employee alarm circuitry installed after January 1, 1981, which is capable of being supervised is supervised and that it will provide positive notification to assigned personnel whenever a deficiency exists in the system. The employer shall ensure all supervised employee alarm systems are tested at least annually for reliability and adequacy. Also reference 29 CFR 1910.38, and AC 150/5200-31A.									
Reference/Authority: 29 CFR 1910.165(d)(4); FM 5-415, Chapter 5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(2).</b> (ICP question AS.12.M.2) <b>Are the extinguishers mounted, located, and identified so they are readily accessible to employees without subjecting the employees to possible injury?</b>									
Discussion: Only approved fire extinguishers shall be used to meet the requirements of this section. Also reference FM 5-415 and TM 5-315.									
Reference/Authority: 29 CFR 1910.157(c)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(3).</b> (ICP question AS.12.M.3) <b>Are extinguishers located in the Facility in a fashion where an extinguisher may be reached within the correct distance from any location in the building?</b>									
Discussion: This criteria varies according to weight of fire extinguishers and distances relative to types of hazards. For instance, Class A hazards must be located within 75 feet of the nearest suitable extinguisher, while Class B distances range from 30 to 50 feet. Class D distances shall be no more than 75 feet, and									

Class K no more than 30 feet. Also reference FM 5-415, TM 5-315, FM 3-04.500, and TB 5-4200-200-10 (Hand Portable Fire Extinguishers Approved for Users).									
Reference/Authority: 29 CFR 1910.157(d)(4); NFPA 10, Chapter 3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(4).</b> (ICP question AS.12.M.4) <b>Are fire extinguishers maintained in a fully charged/operable condition, and are they kept in their designated places at all times except during use?</b>									
Discussion: Evidence of this <i>designated place</i> is required. Also reference FM 5-415, FM 3-04.500, TM 5-315, and TB 5-4200-200-10.									
Reference/Authority: 29 CFR 1910.157(c)(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(5).</b> (ICP question AS.12.M.5) <b>Are portable fire extinguishers visually inspected monthly and a record of the inspection maintained?</b>									
Discussion: Also reference NFPA 10. The monthly check is a visual one. The record shall be available upon request. AR 420-90 also details certain inspection criteria. Also reference FM 5-415, TM 5-315, and TB 5-4200-200-10.									
Reference/Authority: 29 CFR 1910.157(e)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(6).</b> (ICP question AS.12.M.6) <b>Are portable fire extinguishers subjected to an annual maintenance check that is recorded and retained for one year after the last entry of the life of the shell, whichever is less?</b>									
Discussion: Evidence of this inspection shall be available upon request. Also reference FM 5-415, TM 5-315, and TB 5-4200-200-10.									
Reference/Authority: 29 CFR 1910.157(e)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(7).</b> (ICP question AS.12.M.7) <b>Have extinguishers been hydrostatically tested, and have results, date of test, test pressure used, and the person or agency performing the test been recorded?</b>									
Discussion: Many facilities use the services of a contracted outside agency. Records of these services should be available for review. Also reference FM 5-415, TM 5-315, and TB 5-4200-200-10.									
Reference/Authority: 29 CFR 1910.157(f)(16) Table L-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(8).</b> (ICP question AS.12.M.8) <b>Are fire alarm systems installed in buildings where: Two or more stories in height are located above the level of exit discharge; or the occupancy is subject to 100 or more occupants above or below the level of exit discharge; or the building is subject to 1000 or more total occupants?</b>									
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Discussion: Also reference NFPA 101, Section 7-6 for fire alarm system requirements; and FM 5-415.									
Reference/Authority: NFPA 101, para. 27-3.4.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(9).</b> (ICP question AS.12.M.9) <b>Is each sleeping room provided with a single station smoke detector?</b>									
Discussion: ... <i>with at least a single</i> ... is implied, with regard to equipping each sleeping room. The alarm shall be installed IAW NFPA 101, para. 7-6.2.10 in every guest room and every living area and every sleeping room. These alarms shall not be required to be interconnected. Single-station smoke alarms without a secondary (standby) power source shall be permitted. Additionally, AR 420-90 requires single station hard wired smoke detectors in each guest room, and automatic sprinkler systems in buildings four or more stories. Also reference FM 5-415.									
Reference/Authority: NFPA 101, para. 17-3.4.4; AR 420-90, para. 7-6a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(10).</b> (ICP question AS.12.M.10) <b>Are gas fire devices used to generate heat for comfort, such as furnaces and space heaters, vented to an external atmosphere to avoid the accumulation of combustible/noxious gases?</b>									
Discussion: Aircraft heaters vented into hangars, as well as portable space heaters, have been areas of emphasis in the past.									
Reference/Authority: NFPA 211 (Standard for Chimneys, Fireplaces, Vents, and Solid Fuel-Burning Appliances), Chapter 2; FM 5-415, Chapter 5, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(11).</b> (ICP question AS.12.M.11) <b>Are combustible and flammable waste material controlled so they do not contribute to a fire emergency?</b>									
Discussion: The housekeeping procedures shall be included in the written fire prevention plan. Also reference FM 5-415.									
Reference/Authority: 29 CFR 1910.38(b)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(11)(a).</b> (ICP question AS.12.M.11.1) <b>Are fire-resistant self-closing metal waste cans available, used, properly stored, and/or cleaned?</b>									
Discussion: Also reference 29 CFR 1910.38(b)(3); AR 385-95; and FM 5-415.									
Reference/Authority: 29 CFR 1910.252(a)(2)(vii); FM 10-67-1, page 2-8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(12).</b> (ICP question AS.12.M.12) <b>Are flammable liquids and approved cleaning materials, available; used, properly stored and/or cleaned?</b>									
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Discussion: Flammable or combustible liquids shall be stored in tanks or closed containers. Also reference AR 385-95; and FM 5-415.									
Reference/Authority: 29 CFR 1910.106(d).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12m(13).</b> (ICP question AS.12.M.13) <b>Are motor vehicles parked in such a fashion that each individual vehicle will have exit access from the motor pool area, and will not be blocked should a vehicle fire occur?</b>									
Discussion: Local code/ordinance will provide specific mandates of door-to-door spacing, lane width, proximity to buildings, etc. Generally speaking, motor vehicles in conventional parking spots are spaced between parking stripes painted ten feet apart, center of stripe to center of stripe. Handicapped spaces are 14 feet wide, center of stripe, to center of stripe. Refueling vehicles are to be parked (as described earlier in this checklist) 25 feet apart (side of vehicle to side of vehicle) as a minimum – preferably 100 feet apart.									
Reference/Authority: FM 10-67-1, page 2-12; FM 5-415, Chapter 5, Section III.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12n: Compressed Gas Cylinders and Compressed Air Equipment.**

This subsection contains eight questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-12n(1).</b> (ICP question AS.12.N.1) <b>Are full cylinders protected against excessive rise in temperature from direct rays of the sun or from other sources of heat not to exceed 130 degrees F?</b>									
Discussion: Also reference 29 CFR 1910.252.									
Reference/Authority: 29 CFR 1910.253(b)(2) and (3); AR 700-68 (Storage and Handling of Liquefied and Gaseous Compressed Gases and Their Full and Empty Cylinders), para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(2).</b> (ICP question AS.12.N.2) <b>Are <i>NO SMOKING</i> signs posted to prohibit smoking within 50 feet of compressed gas storage area?</b>									
Discussion: Table 2-3 in FM 10-67-1 lists a host of actions to take to preclude an explosive disaster. Also reference FM 5-415.									
Reference/Authority: FM 10-67-1, Table 2-3; AR 700-68, para. 5-10A.1b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(3).</b> (ICP question AS.12.N.3) <b>When cylinders are stored inside of buildings, are they stored in a well-protected, well-ventilated, dry location, at least 20 feet from highly combustible material; or separated by a non-combustible barrier at least five feet high having a fire-resistant rating of at least ½ hour?</b>									
Discussion: Separated especially from oil or grease.									
Reference/Authority: 29 CFR 1910.253(b)(2) and (3); AR 700-68, para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	



Comment:

<b>F-12n(4). (ICP question AS.12.N.4) Are oxygen/gas storage areas properly marked?</b>									
Discussion: Also reference 29 CFR 1910.253(b)(2) and (3); and TM 1-1500-204-23-1.									
Reference/Authority: FM 3-04.500, page E-5; AR 700-68, para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(4)(a). (ICP question AS.12.N.4.1) Are oxygen cylinders properly serviced and maintained?</b>									
Discussion: Also reference FM 3-04.500. Empty cylinders shall have their valves closed. Valve protection caps, where cylinder is designed to accept a cap, shall always be in place, hand-tight, except when cylinders are in use or connected for use. Compressed gas cylinders shall be legibly marked, for the purpose of identifying the gas content, with either the chemical or the trade name of the gas.									
Reference/Authority: 29 CFR 1910.253(b); AR 700-68, para. 5-10B.1c.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(5). (ICP question AS.12.N.5) Are acetylene and oxygen cylinders stored 100 feet apart or separated by an approved fire wall have a fire-resistant rating of at least ½ hour?</b>									
Discussion: This separation includes that from combustible materials (especially oil or grease).									
Reference/Authority: 29 CFR 1910.253(b)(4)(iii); AR 700-68, para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(6). (ICP question AS.12.N.6) When cylinders are not in use, are valves closed tightly and the valve protector caps installed?</b>									
Discussion: Valve protection caps, where cylinder is designed to accept a cap, shall always be in place, hand-tight, except when cylinders are in use or connected for use.									
Reference/Authority: 29 CFR 1910.253(b)(2)(iv); AR 700-68, para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12n(7). (ICP question AS.12.N.7) When cylinders are standing upright during use or storage, have precautions been taken to prevent accidental upsetting or falling?</b>									
Discussion: This may include chaining or strapping to structure.									
Reference/Authority: 29 CFR 1910.253(b)(2); AR 700-68, para. 5-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12o: Materials Handling and Storage.**

This subsection contains four questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-12o(1).</b> (ICP question AS.12.O.1) <b>Where mechanical handling equipment is used, are sufficient safe clearances allowed for aisles, through doorways, and wherever turns or passage must be made?</b>									
Discussion: Aisles and passageways shall be kept clear and in good repair, with no obstruction across or in aisles that could create a hazard.									
Reference/Authority: 29 CFR 1910.176(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12o(2).</b> (ICP question AS.12.O.2) <b>Is material stored so as not to create a hazard?</b>									
Discussion: With regard to location. Also reference FM 5-415.									
Reference/Authority: 29 CFR 1910.176(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12o(3).</b> (ICP question AS.12.O.3) <b>Is material stored in tiers so stacked, blocked, interlocked, and limited in height, so they are stable and secure against sliding or collapse?</b>									
Discussion: Lacing of tires is a typical example.									
Reference/Authority: 29 CFR 1910.176(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12o(4).</b> (ICP question AS.12.O.4) <b>Are storage areas kept free from accumulation of materials that constitute hazards from tripping, fire, explosion, or pest harborage?</b>									
Discussion: Vegetation control will be exercised when necessary. Also reference TB Med 561 (Occupational and Environmental Health Pest Surveillance).									
Reference/Authority: 29 CFR 1910.176(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12p: Servicing Equipment for Multi-Piece Wheels.**

This subsection contains four questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-12p(1).</b> (ICP question AS.12.P.1) <b>Does the Facility have a program to train all employees who service multi-piece rim wheels, on the hazards involved and safety procedures to be followed?</b>									
Discussion: Particular emphasis on multi-piece wheels. Also reference TM 55-2620-200-24 (Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes).									
Reference/Authority: 29 CFR 1910.177(c).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12p(2).</b> (ICP question AS.12.P.2) <b>Does the Facility have on-hand a serviceable, approved</b>									
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<b>restraining device (such as, safety cage)?</b>									
Discussion: Each restraining device or barrier shall have the capacity to withstand the maximum force that would be transferred to it during a rim wheel separation occurring at 150 percent of the maximum tire specification pressure for the type of rim wheel being serviced; be capable of preventing the rim wheel components from being thrown outside or beyond the device or barrier for any rim wheel positioned within or behind the device; and be visually inspected prior to each day's use and after any separation of the rim wheel components or sudden release of contained air.									
Reference/Authority: 29 CFR 1910.177(d); TM 55-2620-200-24, Chapter 7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12p(3). (ICP question AS.12.P.3) Does the Facility utilize a ten-foot air hose with clip-on chuck to connect to the tire valve stem?</b>									
Discussion: A sufficient length of hose between the clip-on chuck and the in-line valve (if one is used) to allow the employee to stand outside the trajectory.									
Reference/Authority: 29 CFR 1910.177(d)(4); TM 55-2620-200-24, Chapter 7.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12p(4). (ICP question AS.12.P.4) Does the Facility have Department of Transportation (DOT) posters posted in the tire servicing area on safety procedures for changing multi-piece wheel rims?</b>									
Discussion: Current charts or rim manuals containing instructions for the type of wheels being serviced shall be available in the service area.									
Reference/Authority: 29 CFR 1910.177(d)(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12q: Powered Industrial Trucks.**

This subsection contains five questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-12q(1). (ICP question AS.12.Q.1) Are only trained and authorized personnel permitted to operate powered industrial trucks?</b>									
Discussion: Does the Facility SOP require only trained, licensed and authorized personnel operate forklifts and like-equipment, would be a method of gauging compliance with this requirement. Also reference AR 385-55 and AR 600-55.									
Reference/Authority: 29 CFR 1910.178(l).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12q(2). (ICP question AS.12.Q.2) Are trucks operated IAW 29 CFR 1910.178(m)?</b>									
Discussion: This section of the regulation covers a variety of requirements from ridership, parking, loading, dock operations, headroom, load backrests, falling object protection, turning, visibility requirements, etc.									
Reference/Authority: 29 CFR 1910.178(m).									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12q(3).</b> (ICP question AS.12.Q.3) <b>Are loads handled IAW 29 CFR 1910.178(o)?</b>									
Discussion: This section of the regulation covers a variety of loading handling criteria not specifically covered in subpart (m), including stability, centering, off-center handling, capacities, attachments, high-tiering, stacking, tilting, etc.									
Reference/Authority: 29 CFR 1910.178(o).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12q(4).</b> (ICP question AS.12.Q.4) <b>Are powered industrial trucks in need of repair, defective/unsafe in any way, taken out of service until they are restored to a safe operating condition?</b>									
Discussion: Although this could be an SOP mandate, maintenance records review would evidence compliance with this requirement. Also reference AR 385-55.									
Reference/Authority: 29 CFR 1910.178(p).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12q(5).</b> (ICP question AS.12.Q.5) <b>Are overhead guards installed on powered industrial trucks?</b>									
Discussion: It should be noted that an overhead guard is intended to offer protection from the impact of small packages, boxes, bagged material, etc., representative of the job application, but not withstand the impact of a falling capacity load.									
Reference/Authority: 29 CFR 1910.178(m)(9).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r: Overhead Cranes.**

This subsection contains 12 questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-12r(1).</b> (ICP question AS.12.R.1) <b>Are only designated personnel permitted to operate the crane?</b>									
Discussion: This question is relative to Overhead crane operations. The SOP should provide this measure of restriction, and an order published listing those personnel. Also reference TB 43-0142.									
Reference/Authority: 29 CFR 1910.179(b)(8).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12r(2).</b> (ICP question AS.12.R.2) <b>Is the rated load of the crane plainly marked on each side?</b>									
Discussion: The rated load of the crane shall be plainly marked on each side of the crane. Also reference TB 43-0142.									
Reference/Authority: 29 CFR 1910.179(b)(5).									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(3).** (ICP question AS.12.R.3) **If the crane has more than one hoisting point, does each hoist have its rated load marked on it or its load block?**

Discussion: If the crane has more than one hoisting unit, each hoist shall have its rated load marked on it or its load block. Also reference TB 43-0142.

Reference/Authority: 29 CFR 1910.179(b)(5).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(3)(a).** (ICP question AS.12.R.3.1) **Is this marking clearly legible from the ground floor?**

Discussion: This marking shall be clearly legible from the ground floor.

Reference/Authority: 29 CFR 1910.179(b)(5).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(4).** (ICP question AS.12.R.4) **Is there a minimum clearance of three inches overhead and two inches laterally provided and maintained between crane and obstructions?**

Discussion: This clearance is in conformity with Crane Manufacturers Association of America, Inc., Specification No. 61, which is incorporated by reference as specified in 29 CFR 1910.6.

Reference/Authority: 29 CFR 1910.179(b)(6).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(5).** (ICP question AS.12.R.5) **Are stops provided at the limits of travel of the trolley?**

Discussion: Stops shall be fastened to resist forces applied when contacted.

Reference/Authority: 29 CFR 1910.179(e)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(6).** (ICP question AS.12.R.6) **Are bumpers capable of stopping the crane provided where required?**

Discussion: A stop engaging the tread of the wheel shall be of a height at least equal to the radius of the wheel.

Reference/Authority: 29 CFR 1910.179(e)(1)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12r(7).** (ICP question AS.12.R.7) **Do the sheaves and ropes of hoisting equipment meet the requirements of 29 CFR 1910.179(h)(1), (2)?**

Discussion: This section of the regulation covers sheave grooves, guides for ropes, guards, sheave

lubrication, rope rating, socketing, rope security, rope-to-drum security, rope clips, U-bolting, swaging, wire strand criteria, replacement rope criteria, etc. Also reference TB 43-0142.									
Reference/Authority: 29 CFR 1910.179(h)(1), (2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12r(8).</b> (ICP question AS.12.R.8) <b>Are crane hooks inspected during annual inspection for cracks utilizing magnetic particles or other suitable crack detection/inspection methods?</b>									
Discussion: There are also daily and monthly inspections – also reference TB 43-0142, paragraphs A-1a(5) and A-2b.									
Reference/Authority: TB 43-0142, para. A-3f.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12r(9).</b> (ICP question AS.12.R.9) <b>Are crane hooks removed from service when throat opening exceeds more than 15% of normal or hook shows more than a ten-degree twist from the plane of the unbent hook or shown signs of cracks?</b>									
Discussion: This shall be a documented (recorded) inspection.									
Reference/Authority: TB 43-0142, para. A-2b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12r(10).</b> (ICP question AS.12.R.10) <b>Do hooks have safety closure latches properly positioned and functional?</b>									
Discussion: This requirement falls under the daily inspection criteria.									
Reference/Authority: TB 43-0142, para. A-1a(5).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12r(11).</b> (ICP question AS.12.R.11) <b>Are hoists, chains, slings and hooks marked to indicate the item identification number, load rating, and next periodic inspection date?</b>									
Discussion: This shall be a permanently affixed durable identification.									
Reference/Authority: TB 43-0142, para. 6f(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12s: Machinery and Machine Guarding.**

This subsection contains eight questions. When used as an ASAAPS, no fewer than 25 percent (two) of the applicable questions in this subsection shall be asked/answered.

<b>F-12s(1).</b> (ICP question AS.12.S.1) <b>Are machine guards provided to protect the Operator and other employees in the machine area from hazards such as those created by point of operation, in-going nip points, rotating parts, flying chips, and sparks?</b>									
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Discussion: Examples of guarding methods are barrier guards, two-handed tripping devices, electronic safety devices, etc. Also reference TM 9-243 (Technical Manual for Use and Care of Hand Tools and Measuring Tools); and TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.212(a)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(2). (ICP question AS.12.S.2) Are machines designed for a fixed location securely anchored to prevent walking or moving?</b>									
Discussion: Either incrementally or as a fluid movement. Also reference TM 9-243, and TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.212(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(3). (ICP question AS.12.S.3) Is a mechanical or electrical power control provided on each machine to enable the Operator to cut off power without leave their position at the point of operation?</b>									
Discussion: This requirement extends to most types of machinery. Also reference TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.213(b)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(4). (ICP question AS.12.S.4) Does the safety guard on abrasive wheel machinery cover the spindle end, nut, and flange projections?</b>									
Discussion: Abrasive wheels shall be used only on machines provided with safety guards. Also reference TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.215(a)(2); TM 9-243, Chapter 29.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(5). (ICP question AS.12.S.5) Is the guard mounted so as to maintain proper alignment with the wheel?</b>									
Discussion: The safety guard shall be mounted so as to maintain proper alignment with the wheel, and the strength of the fastenings shall exceed the strength of the guard except: Safety guards on all operations where the work provides a suitable measure of protection to the operator, may be so constructed that the spindle end, nut, and out flange are exposed; and where the nature of the work is such as to entirely cover the side of the wheel, the side covers of the guard may be omitted; and the spindle end, nut, and outer flange may be exposed on machines designed as portable saws. Also reference TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.215(a)(2); TM 9-243, Chapter 29.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(6). (ICP question AS.12.S.6) Are work rests on abrasive wheel machinery kept closely adjusted</b>									
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<b>to the wheel with a maximum opening of 1/8 inch?</b>									
Discussion: This prevents work from being jammed between the wheel and the rest, which may cause the wheel to break. Also reference TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.215(a)(4); TM 9-243, Chapter 29.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(7). (ICP question AS.12.S.7) Are exposure adjustments (tongue guards) adjusted so as to not exceed ¼ inch at the top of the peripheral member?</b>									
Discussion: Safety guards, where the operator stands in front of the opening, shall be adjusted in this fashion. Also reference TM 1-1500-204-23-9.									
Reference/Authority: 29 CFR 1910.215(b)(9); TM 9-243, Chapter 29.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12s(8). (ICP question AS.12.S.8) Are pulleys, belts, gears, sprockets, and chains that are seven feet or less from the floor or working platform properly guarded?</b>									
Discussion: Pulleys serving as balance wheels (such as, punch presses) on which the point of contact between belt and pulley is more than six feet six inches from the floor or platform may be guarded with the disk covering the spokes.									
Reference/Authority: 29 CFR 1910.219(d), (e), (f).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12t: Hand and Portable Powered Tools and Other Hand-Held Equipment.**

This subsection contains three questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-12t(1). (ICP question AS.12.T.1) Is compressed air used for cleaning purposes reduced to less than 30 psi, and is effective chip guarding and personal protective equipment provided and utilized?</b>									
Discussion: Air pressure measured at nozzle outlet. Also reference TM 5-810-4. This is an oft-bypassed safety provision. Many mechanics will slide a cleco into the Schraeder fitting end of the hose, and use the un-checked shop air to clean off themselves and their shop. The largest risk of such a practice, aside from producing eye and respiratory hazards (not to mention FOD), is the possibility of introducing an air embolism through a superficial skin wound.									
Reference/Authority: 29 CFR 1910.242(b).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12t(2). (ICP question AS.12.T.2) Are the rated load of jacks legibly and permanently marked in a prominent location on the jack?</b>									
Discussion: Identification shall be by casting, stamping or other suitable means. Also reference TM 1-1500-204-23-9, and TM 9-243, Chapter 20.									
Reference/Authority: 29 CFR 1910.244(a)(1)(ii).									



Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12t(3). (ICP question AS.12.T.3) Are jacks maintained and inspected IAW the requirements of 29 CFR 1910.244(a)(ii)?**

Discussion: This subpart requirement covers fluid maintenance, lubrication, frequency of inspection, abnormal use inspections, repair and documentation, etc. Also reference TM 9-243, Chapter 20; and TM 1-1500-204-23-9.

Reference/Authority: 29 CFR 1910.244(a)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12u: Welding Operations.**

This subsection contains four questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

**F-12u(1). (ICP question AS.12.U.1) When indoors and welding operations involve fluorine (flux) compounds, zinc, lead or welding over lead base paint, beryllium, cadmium, mercury, or stainless steel, is local ventilation provided utilizing flexible ducts with hoods to be placed at the work with a velocity of 100 linear feet per minute?**

Discussion: This velocity is measured when the hood is at its most remote distance from the point of welding (reference the accompanying table in 29 CFR 1910.252(c)(3)(i)).

Reference/Authority: 29 CFR 1910.252(c)(5) through (12).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12u(2). (ICP question AS.12.U.2) Is general ventilation, with a minimum rate of 2,000 cubic feet per minute (cfm) per welder provided when welding indoors in a space less than 10,000 cubic feet or where the ceiling height is less than 16 feet on metals other than indicated in 29 CFR 1910.252(c)(5) through (12)?**

Discussion: Reference the question above regarding the metals involved. Also reference TM 5-810-1, and TM 5-815-3.

Reference/Authority: 29 CFR 1910.252(c)(2)(ii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12u(3). (ICP question AS.12.U.3) Do welding or cutting goggles, helmets and face shields employ the correct filtered lens (shade number) for the welding operation?**

Discussion: Also reference table 17 of TG-022 (Industrial Hygiene Evaluation Guide).

Reference/Authority: DA Pam 40-506, page J-1.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12u(4). (ICP question AS.12.U.4) Are fire curtains provided and set up around welding operations to protect Operators of nearby equipment?</b>									
Discussion: This requirement does not distinguish between types of welding being performed, and should be considered to include protection of passers-by.									
Reference/Authority: 29 CFR 1910.252(c)(1)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v: Electrical.**

This subsection contains 17 questions. When used as an ASAAPS, no fewer than 25 percent (five) of the applicable questions in this subsection shall be asked/answered.

<b>F-12v(1). (ICP question AS.12.V.1) Have areas with 500 volts Root-Means-Square (RMS) or greater been posted with safety signs indicating <i>HIGH VOLTAGE</i>; and a current of 25 amperes or more been identified with a safety sign indicating <i>HIGH VOLTAGE</i>?</b>									
Discussion: TB 385-4 does not impose an RMS or amp criteria, yet maintains the 500 volt threshold. The sign requirement in TB 385-4 stipulates a yellow and black CAUTION sign for 70-500 volts, and a red, white and black DANGER sign for voltages exceeding 500. Also reference TM 5-682.									
Reference/Authority: TB 385-4, para. 3-2e.; 29 CFR 1910.305(b)(3)(ii).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(2). (ICP question AS.12.V.2) Have Technicians involved with electrical equipment, circuits, or transmission lines been trained by qualified personnel in safety and the proper techniques of first aid, including rescue?</b>									
Discussion: Compliance with this requirement is best demonstrated with a POI/Lesson Outline and accompanying attendance roster. Also reference TM 5-682, and DA Pam 40-13.									
Reference/Authority: TB 385-4, para. 1-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(2)(a). (ICP question AS.12.V.2.1) Are personnel prohibited from wearing personal bracelets, watches, rings, or other metal objects when troubleshooting, repairing, or calibrating electrical/electronic equipment with exposed electricity?</b>									
Discussion: If not covered in a Facility SOP, this prohibition should be evident in a State/Territory regulation. Also reference TM 5-682.									
Reference/Authority: TB 385-4, para. 3-3b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(2)(b). (ICP question AS.12.V.2.2) Have Electrical workers been taught CPR standard techniques by Certified Instructors and received the necessary refresher training thereafter?</b>									
Discussion: Reference question F-12l(a) regarding specific details of this training. Also reference DA Pam 40-13. TB 385-4 does not <i>require</i> this training, but highly encourages it. A "no" response to this question is not necessarily a deficiency.									

Reference/Authority: TB 385-4, para. 1-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v(3).** (ICP question AS.12.V.3) **Are two persons required to be in the immediate work area at all times while work is being performed on exposed circuits carrying over 30 volts or more to ensure one person is available to render assistance in case of an accident?**

Discussion: Understand the location of the Safety Board. Also, a practical check of the safety board would be in order prior to the start of each shift – are the required items still there? Are they safety-wired to the board to prevent unauthorized “borrowing” – and precluding your being able to actually pull them from the board in an emergency? Are there batteries in the flashlight, and does the bulb actually light? Is the electrician’s grappling pole still there, or is that a volleyball stand set there in its place? You get the point: practicality, accessibility and usability.

Reference/Authority: TB 385-4 para. 3-3a.

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v(4).** (ICP question AS.12.V.4) **Are live parts of electrical equipment operating at 50 volts or more guarded against accidental contact by being enclosed in approved cabinets or other approved enclosures?**

Discussion: This guarding is either by location or elevation. Also reference TM 5-682.

Reference/Authority: 29 CFR 1910.303(g)(2).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v(5).** (ICP question AS.12.V.5) **Is a minimum working space provided in front of electrical service equipment and electrical control panels of three feet, and a minimum headroom provided of not less than six feet, three inches?**

Discussion: Also reference table S-1 in 29 CFR 1910.303; and TM 5-682.

Reference/Authority: 29 CFR 1910.303(g)(1).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v(6).** (ICP question AS.12.V.6) **Are flexible cords and cables prohibited from use as a substitute for permanent wiring of a structure, and prohibited from being run through holes in walls, ceilings, or floors, running through doorways, windows, or similar opening?**

Discussion: If not covered in a Facility SOP, this prohibition should be evident in a State/Territory regulation. Also reference TM 5-682; and TM 9-243, Chapter 52.

Reference/Authority: 29 CFR 1910.305(g)(1)(iii).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12v(7).** (ICP question AS.12.V.7) **Does each electrical outlet box, pull box, junction box, and cabinet have an installed face plate, cover or canopy cover and are unused openings in cabinets and**

<b>boxes effectively closed?</b>									
Discussion: If metal covers are used, they shall be grounded. Also reference TM 5-682.									
Reference/Authority: 29 CFR 1910.305(b)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(8). (ICP question AS.12.V.8) Is water or moisture prevented from entering and accumulating within electrical cabinets, electrical panel and junction boxes?</b>									
Discussion: This requirement also extends to cutout boxes, fittings, and panelboard enclosures. Also reference TM 5-682.									
Reference/Authority: 29 CFR 1910.305(e)(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(9). (ICP question AS.12.V.9) Are weatherproof enclosures used in outside locations, or wet locations?</b>									
Discussion: This requirement extends to switches, circuit breakers and switchboards. Also reference TM 5-682.									
Reference/Authority: 29 CFR 1910.305(e)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(10). (ICP question AS.12.V.10) Is motor operated equipment properly grounded with a three-prong plug?</b>									
Discussion: This equipment entails hand held motor operated tools, portable hand lamps, refrigerators, air conditioners, etc. Appliances protected by an approved system of double insulation need not be grounded. Also reference TM 9-243, Chapter 53.									
Reference/Authority: 29 CFR 1910.304(f)(5)(v).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(11). (ICP question AS.12.V.11) In electrical shops where dangerous voltage exists, are flooring and work surfaces protected with a non-conductive material?</b>									
Discussion: The MIL document referenced in TB 385-4 discusses the flooring as being either safety rubber or vinyl matting. Required resistance of flooring and work surfaces must be at least megohm per kilovolt for exposed voltages of 30 volts or more. Also reference TM 5-682.									
Reference/Authority: TB 385-4, para. 3-2b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(12). (ICP question AS.12.V.12) Are non-conductive flooring and work surfaces tested at least annually to ensure the minimum allowable resistance under maximum working voltage for given area is not less than one megohm per kilovolt and are results of test recorded and maintained on file locally for at least two years?</b>									
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Discussion: These records should be available for review.									
Reference/Authority: TB 385-4, para. 3-2b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(13).</b> (ICP question AS.12.V.13) <b>Are electrical safety boards painted white with a two-inch green border with a board title lettered in white with a green rectangular background placed in each area where personnel work with dangerous voltages?</b>									
Discussion: The requirement says “should” with regard to the board. If such a safety board is impractical, a kit of emergency items of equipment must otherwise be provided and conspicuously identified. These items must be reserved for emergencies; they may not be used for routine purposes. The safety board or emergency kit should be inspected monthly to ensure all items are available and in good condition. Safety boards should be made to be easily recognized and familiar to personnel.									
Reference/Authority: TB 385-4, para. 3-21b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(14).</b> (ICP question AS.12.V.14) <b>Do electrical safety boards contain, as a minimum, the items listed in TB 385-4?</b>									
Discussion: These items include: A rope, gloves, grounding stick, safety hook, flashlight, grounding cables, First Aid kit, Resuscitators and snakebite kits, and emergency procedures and telephone numbers.									
Reference/Authority: TB 385-4, para. 3-21a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12v(15).</b> (ICP question AS.12.V.15) <b>Are hazardous power sources appropriately marked?</b>									
Discussion: Electrical equipment may not be used unless the manufacturer’s name, trademark, or other descriptive marking by which the organization responsible for the product may be identified is placed on the equipment. Other markings shall be provided giving voltage, current, wattage or other ratings as necessary. The marking shall be of sufficient durability to withstand the environment involved. Also reference TM 5-682.									
Reference/Authority: 29 CFR 1910.303(e); 29 CFR 1910.30(c)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12w: Battery Charging Operations.**

This subsection contains ten questions. When used as an ASAAPS, no fewer than 25 percent (three) of the applicable questions in this subsection shall be asked/answered.

<b>F-12w(1).</b> (ICP question AS.12.W.1) <b>Does the battery charging area provide general ventilation of two cfm per square foot of room space to control hydrogen gases emitted by lead-acid and nickel cadmium batteries?</b>									
Discussion: Also reference TG-022, page 82; FM 3-04.500, Appendix E, page 4; TM 5-810-1, and TM 5-815-3.									
Reference/Authority: 29 CFR 1910.305(j)(7).									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(2).</b> (ICP question AS.12.W.2) <b>Is ventilation system interlocked with battery charger to ensure ventilation system is operating when batteries are on charge?</b>									
Discussion: Also reference NFPA 410 (Standard on Aircraft Maintenance), para. 2-2.13; FM 3-04.500, Appendix E, page 4; TM 5-810-1, and TM 5-815-3.									
Reference/Authority: DG-415-3, para. AP2.4.8.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(3).</b> (ICP question AS.12.W.3) <b>Has an explosion-proof lighting system been installed in battery charging areas where general ventilation is below two cfm per square foot of floor space?</b>									
Discussion: Reference NFPA 70 (National Electrical Code), Article 500-2, for the specific type and design of equipment. Also reference FM 3-04.500, Appendix E, page 4.									
Reference/Authority: 29 CFR 1910.307(b)(3)NOTE.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(4).</b> (ICP question AS.12.W.4) <b>When local exhaust ventilation is used in the form of a hood at the charging rack, is a control velocity of at least 50 feet per minute provided?</b>									
Discussion: Also reference 29 CFR 1910.178(g)(2); FM 3-04.500, Appendix E, page 4; TM 5-810-1, and TM 5-815-3.									
Reference/Authority: TG-022, page 82.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(5).</b> (ICP question AS.12.W.5) <b>Are protective gloves, aprons and face shields (or chemical goggles) provided at all battery handling operations?</b>									
Discussion: Also reference TG-022, page 82. The equipment must not only be provided, it must be used, and maintained in a sanitary and reliable condition.									
Reference/Authority: 29 CFR 1910.132(a).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(6).</b> (ICP question AS.12.W.6) <b>Are eye lavages and deluge showers provided and co-located in the immediate work area (within 25 feet and ten seconds) to provide an abundance of water for flushing the eyes or skin, when splashes or spills of electrolyte have come in contact with the body?</b>									
Discussion: The requirement specifically states that where the eyes or body of any person may be exposed to injurious corrosive materials, suitable facilities for quick drenching or flushing of the eyes and body shall be provided within the work area for immediate emergency use. This requirement is tightened by ANSI Z358.1, which requires, "...no more than ten seconds to reach from the hazard." FM 3-04.500, Appendix E, page 4, requires the eyewash and shower to be located within 25 feet of the work area. The distance criteria (inside the battery shop) only applies to battery shops. Also reference TG-022.									

Reference/Authority: 29 CFR 1910.151(c); FM 3-04.500, Appendix E, page 4; DG 415-3, para. AP2.4.8.2.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(6)(a). (ICP question AS.12.W.6.1) Are eye lavages/washes plumbed with tepid water?</b>									
Discussion: This is of particular concern due to the body's natural reaction to disengage (jerk back) from what it perceives to be a (further) hazard. Imagine rushing and stumbling to an eye wash, and finding that the water coming out of it has been baking in the plumbing under a hot ramp – or sitting at near freezing. This concern, not clearly established in the read between two versions of ANSI Z 358.1, was clarified in DA Pam 40-506 (as to which version applies). While many facilities need do nothing to meet the temperature criteria for “tepid” water, some will require local chillers or heaters to be installed.									
Reference/Authority: DA Pam 40-506, para. G-1; ANSI Z 358.1 (version 1998).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(7). (ICP question AS.12.W.7) Are weekly tests conducted to flush connected water lines and ensure the eye lavage and/or deluge shower is operational?</b>									
Discussion: Also reference TB 385-4, para. 3-2d. A particular note of emphasis here – this is one of the most overlooked OSH requirements in facilities. From a practical note, here's a tip on how to test deluge showers: Use a plastic shower curtain (for about a dollar from a local Wal-Mart, grocery store, etc.) – drape it over and around the shower head, and clip it shut with a clothespin, binder clip, etc. Drape the bottom end of the shower curtain into a mop bucket, then pull the trigger. If the shower is hooked to an audible alarm, be sure to first notify those in the area of the test. Don't disable the alarm, or muffle it, unless absolutely necessary, since this also shows those in the shop area that you're serious about the serviceability of the emergency equipment. Before leaving the station, be sure audible and visual alarms, if installed, are re-connected – then sign-off the inspection card/log as evidence of the inspection.									
Reference/Authority: ANSI Z358.1, para. 7.5.1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(8). (ICP question AS.12.W.8) Is area under deluge shower and around eye lavage maintained clear and free of clutter and storage of equipment?</b>									
Discussion: Also reference TB 385-4.									
Reference/Authority: 29 CFR 1910.141(a)(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12w(9). (ICP question AS.12.W.9) Is a remote alarm provided in the battery shop area when occupied by only one person?</b>									
Discussion: Also reference TB 385-4. The DG requires activation of an alarm when the eyewash/shower is activated. Sole occupancy is not intended to be the criterion for alarm activation.									
Reference/Authority: DG-415-3, para. AP2.4.8.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**F-12x: Ergonomics.**

This subsection contains two questions. When used as an ASAAPS, no fewer than 25 percent (one) of the applicable questions in this subsection shall be asked/answered.

<b>F-12x(1). (ICP question AS.12.X.1) Has the Facility established an Ergonomics program?</b>									
Discussion: The AR places the load for the establishment of this program on the MACOM, and NGR 385-10 is in revision to incorporate such change. While many Facilities have mention of ergonomics in their SOPs, many States/Territories have also implemented comprehensive programs. Also reference DA Pam 40-21 (Ergonomics Program).									
Reference/Authority: AR 385-10, para. 1-4n(6); Headquarters Department of the Army (HQDA) Letter (Ltr) 40-00-01 (Army Ergonomics Program).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>F-12x(2). (ICP question AS.12.X.2) Do supervisory personnel emphasize proper daily use of safe lifting techniques?</b>									
Discussion: While this is best demonstrated by personal observation, training records provide the best objective evidence of compliance.									
Reference/Authority: DA Pam 385-8 (Back Injury Prevention), para. 2-1e.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Appendix G and subsequent text continued on next page.)



**APPENDIX G****Reconnaissance and Interdiction Detachment (RAID) Checklist****G-1. (ICP question AS.13.1) Does the Supporting Facility provide adequate:**

<b>G-1a. (ICP question AS.13.1.1) Aircraft maintenance support?</b>									
Discussion: Also reference NGR 95-1 ( <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document); and FM 3-04.500.									
Reference/Authority: NGR 95-210, para. 1-11 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500 (Counter Drug Aviation Tactics, Techniques and Procedures), Chapter 2, and Annex D.									
<b>Note:</b> NG TC 1-500 was <u>never officially, nor legally, published</u> IAW NGR 25-1, para. 2-1a, and places the MACOM in an awkward and vulnerable position in terms of regulatory liability. Further, DA Pam 25-40, para. 3-1b prohibits the implementation of "Draft" documents - and this document, in its current state, is legally nothing more than a working draft. Users of this document must exercise caution in executing any guidance that is not based on legally and officially published MACOM guidance (or DA directive). This process entails a consensus of the affected States/Territories; the concurrence of the C, NGB-AVS; review/approval by the NGB-JA(G) and Policy offices; and publication/cataloging by the NGB Services Division.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-1b. (ICP question AS.13.1.2) NVD maintenance support?</b>									
Discussion: Also reference NGR 95-1. <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document.									
Reference/Authority: NGR 95-210, para. 1-11 <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500, Chapter 2, and Annex D ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-1c. (ICP question AS.13.1.3) Flight records maintenance?</b>									
Discussion: Also reference NGR 95-1. <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document.									
Reference/Authority: NGR 95-210, para. 1-11 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500, Chapter 2, and Annex D ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-1d. (ICP question AS.13.1.4) Publications support?</b>									
Discussion: Also reference NGR 95-1. <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document.									
Reference/Authority: NGR 95-210, para. 1-11 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500, Chapter 2, and Annex D ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

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**G-1e. (ICP question AS.13.1.5) Operational support?**

Discussion: Also reference NGR 95-1. **Note:** See Note in paragraph F-8e(1) regarding valid versions of this document.

Reference/Authority: NGR 95-210, para. 1-11 (**Note:** See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500, Chapter 2, and Annex D (**Note:** See Note to paragraph G-1a regarding validity of this document).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**G-1f. (ICP question AS.13.1.6) ALSE support?**

Discussion: Also reference NGR 95-1 (**Note:** See Note in paragraph F-8e(1) regarding valid versions of this document); and FM 1-508.

Reference/Authority: NGR 95-210, para. 1-11 (**Note:** See Note to paragraph F-2b(18) regarding valid versions of this document); NG TC 1-500, Chapter 2, and Annex D (**Note:** See Note to paragraph G-1a regarding validity of this document).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**G-2. (ICP question AS.13.2) Does the RAID have a school-trained Safety Officer designated?**

Discussion: Also reference AR 385-95. This designation must be on orders.

Reference/Authority: NG TC 1-500, para. 7-1d (**Note:** See Note to paragraph G-1a regarding validity of this document).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**G-2a. (ICP question AS.13.2.1) Does the RAID ASO maintain:****G-2a(1). (ICP question AS.13.2.1.1) Safety records and files IAW AR 25-400-2?**

Discussion: Reference Appendix D of this regulation for a more detail explanation of the files that are to be maintained. Also reference AR 385-95.

Reference/Authority: NG TC 1-500, para. 7-1d (**Note:** See Note to paragraph G-1a regarding validity of this document).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

**G-2a(2). (ICP question AS.13.2.1.2) A Hazard/Deficiency log for RAID-specific hazards and deficiencies?**

Discussion: Also reference AR 385-95.

Reference/Authority: NG TC 1-500, para. 7-1 (**Note:** See Note to paragraph G-1a regarding validity of this document).

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
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Comment:

<b>G-3. (ICP question AS.13.3) Are the RAID Commander and ASO members of the Supporting Facility Safety Council?</b>									
Discussion: Also reference AR 385-95.									
Reference/Authority: NG TC 1-500, para. 7-1m ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-4. (ICP question AS.13.4) Has a Crew Endurance (Rest) policy with RAID considerations been developed?</b>									
Discussion: Also reference NGR 95-210. <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document.									
Reference/Authority: NGR 95-1, para. 3.5 ( <b>Note:</b> See Note in paragraph F-8e(1) regarding valid versions of this document); NG TC 1-500, para. 7-1 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-5. (ICP question AS.13.5) Does the RAID have a functional Pre-Accident Plan for all operational hours and remote operations?</b>									
Discussion: Also reference AR 385-95.									
Reference/Authority: NG TC 1-500, para. 7-1 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-5a. (ICP question AS.13.5.1) Are the RAID Commander and ASO on the pre-accident notification list?</b>									
Discussion: Also reference AR 385-95.									
Reference/Authority: NG TC 1-500, para. 7-1 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-6. (ICP question AS.13.6) Does the RAID SOP address procedures for mission validation and acceptance?</b>									
Discussion: Also reference AR 95-1.									
Reference/Authority: NG TC 500-1, paragraphs 7-1e, 7-6, 7-8, 7-9, and 7-10.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-7. (ICP question AS.13.7) Is the Mission Approval Authority established in writing?</b>									
Discussion: Also reference AR 95-1.									
Reference/Authority: NG TC 1-500, paragraphs 7-1e, 7-6, 7-8, 7-9, and 7-10 ( <b>Note:</b> See Note to									

paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-7a. (ICP question AS.13.7.1) Are the risk assessment/management requirements for Counter Drug (CD)/RAID aviation being followed?</b>									
Discussion: Also reference AR 95-1.									
Reference/Authority: NG TC 1-500, paragraphs 7-1e, 7-6, 7-8, 7-9, and 7-10 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-8. (ICP question AS.13.8) Has an ATP been developed and implemented for CD aviation other than RAID missions?</b>									
Discussion: Also reference TC 1-210, and TC 1-215 (Aircrew Training Manual Observation Helicopter, OH-58A/C and OH-6 Aviator/Aeroscout Observer).									
Reference/Authority: NG TC 1-500, Chapter 3 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-9. (ICP question AS.13.9) Has a CTL been developed?</b>									
Discussion: Also reference TC 1-210, and TC 1-215.									
Reference/Authority: NG TC 1-500, Chapters 3 and 4 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-10. (ICP question AS.13.10) Have Crewmembers achieved RL progression within specific time limit?</b>									
Discussion: These are the 90-, and 180-day, and one year windows.									
Reference/Authority: NG TC 1-500, Chapters 3 and 4 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-11. (ICP question AS.13.11) Has the RAID developed a full mission qualification program?</b>									
Discussion: Entailing select 3000-series tasks.									
Reference/Authority: NG TC 1-500, Chapters 3, 4, and 5 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-12. (ICP question AS.13.12) Is currency being maintained in RAID aircraft and systems IAW NG TC 1-500 (Note: See Note to paragraph G-1a regarding validity of this document)?</b>									
Discussion: Also reference TC 1-210.									
Reference/Authority: NG TC 1-500, Chapters 3 and 4 (Note: See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-13. (ICP question AS.13.13) Are RAID Crewmembers ACC trained?</b>									
Discussion: This requirement extends to all aircrewmembers. Also reference AC 60-22 (Aeronautical Decision Making).									
Reference/Authority: TC 1-210, para. 1-9.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-14. (ICP question AS.13.14) Do RAID Crewmembers attend monthly safety briefings and quarterly safety meetings?</b>									
Discussion: Also reference AR 385-95.									
Reference/Authority: NG TC 1-500, para. 7-1k (Note: See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**G-15. (ICP question AS.13.15) Are Law Enforcement Officer (LEOs) trained in the following:**

<b>G-15a. (ICP question AS.13.15.1) To perform observer duties in single-pilot aircraft?</b>									
Discussion: POI/Lesson Plan/Briefing outlines and accompanying attendance rosters serve as evidence of this training.									
Reference/Authority: NG TC 1-500, para. 2-13 (Note: See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-15b. (ICP question AS.13.15.2) Emergency egress?</b>									
Discussion: Emergency egress from the aircraft, post-accident. POI/Lesson Plan/Briefing outlines and accompanying attendance rosters serve as evidence of this training.									
Reference/Authority: NG TC 1-500, para. 2-13 (Note: See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-15c. (ICP question AS.13.15.3) To perform specific CD missions?</b>									
Discussion: Such as rappelling, emergency egress. POI/Lesson Plan/Briefing outlines and accompanying attendance rosters serve as evidence of this training.									

Reference/Authority: NG TC 1-500, para. 2-13 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-15d. (ICP question AS.13.15.4) ACC?</b>									
Discussion: POI/Lesson Plan/Briefing outlines and accompanying attendance rosters serve as evidence of this training. Also reference AC 60-22.									
Reference/Authority: TC 1-210, para. 1-9; NG TC 1-500, paragraphs 2-6 and 2-13 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-16. (ICP question AS.13.16) Have MOUs been established between RAID and the supporting Law Enforcement Agencies (LEAs)?</b>									
Discussion: This may require coordination through NGB-AVS-O and the cognizant SAAO. Also reference NGR 500-2 (National Guard Counterdrug Support).									
Reference/Authority: NG TC 1-500, Chapter 2 ( <b>Note:</b> See Note to paragraph G-1a regarding validity of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>G-17. (ICP question AS.13.17) Have MOUs for contingency and counter-drug operations been established with bordering states?</b>									
Discussion: Clarifying roles and responsibilities.									
Reference/Authority: NG TC 1-500, Chapter 2. <b>Note:</b> See Note to paragraph G-1a regarding validity of this document.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Appendix H and subsequent text continued on next page.)

## APPENDIX H

### OSAA/OSACOM (Fixed Wing) Checklist

#### H-1. Statistics and Operational Analysis.

**H-1a.** (ICP question AS.14.A.1) **What were the actual flying hours of the Unit compared to the projected flying-hour program over the past year?**

<b>H-1a(1).</b> (ICP question AS.14.A.1.1) <b>Actual Flying Hours</b>	
<b>H-1a(2).</b> (ICP question 14.A.1.2) <b>Projected Flying Hours (from past year)</b>	
<b>H-1a(3).</b> (ICP question 14.A.1.3) <b>Percentage of Difference (+ or -)</b>	

**H-1b.** (ICP question 14.A.2) **What position vacancies are considered critical to mission accomplishment?**

**H-1b(1).** (ICP question AS.14.A.2.1) **How long have the vacancies existed?**

**H-1b(2).** (ICP question AS.14.A.2.2) **What steps have been taken to fill them?**

<b>H-1c.</b> (ICP question AS.14.A.3) <b>Is an Emergency Evacuation Plan in effect for local environmental conditions and reasonably anticipated emergencies?</b>									
Discussion: The Plan shall be in writing and shall cover those designated actions employers and employees must take to ensure employee safety from fire and other emergencies. Also reference FM 5-415 and AR 420-90.									
Reference/Authority: 29 CFR 1910.38(a)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

#### H-2. Safety Management.

<b>H-2a.</b> (ICP question AS.14.B.1) <b>Are OSAA/OSACOM points of contact (POCs) included in the supporting Facility pre-accident plan?</b>									
Discussion: At least the key players listed in AR 385-95. Also reference FM 5-415.									
Reference/Authority: AR 385-95, para. 2-3; 29 CFR 1910.38(a)(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2a(1).</b> (ICP question AS.14.B.1.1) <b>If the OSA Detachment/Unit is not co-located at a State/Territory Facility, has a stand-alone Pre-Accident Plan been developed?</b>									
Discussion: Involving all required elements of the pre-accident plan.									
Reference/Authority: AR 385-95, para. 2-3.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2b.</b> (ICP question AS.14.B.2) <b>Have AAPs been conducted?</b>									
Discussion: Also reference AR 385-95. Depending on whether manning of the organization is principally full-time or part-time personnel, the frequency of surveys may be semi-annually or annually, respectively.									
Reference/Authority: NG CIR 385-95, para. 3-2d.									

Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2b(1).</b> (ICP question AS.14.B.2.1) <b>Have these surveys resulted in identification of systems defects?</b>									
Discussion: Proximate causes (symptoms) shall always be traceable to a root cause. Also reference DA Pam 40-503.									
Reference/Authority: AR 385-95, para. 3-2a.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2b(2).</b> (ICP question AS.14.B.2.2) <b>Have OHRs generated/processed by the OSAA/OSACOM detachment ASO resulted in identification of systems defects?</b>									
Discussion: Operational hazards include inadequacies, deficiencies, or unsafe practices.									
Reference/Authority: AR 385-95, para. 2-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2b(3).</b> (ICP question AS.14.B.2.3) <b>If so (reference questions H-2b(1) and H-2b(2) above), has the information been shared with other like units in OSAA/OSACOM?</b>									
Discussion: This function is not limited to OSAA/OSACOM Units.									
Reference/Authority: AR 385-95, para. 1-6d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2c.</b> (ICP question AS.14.B.3) <b>Are file copies of surveys, OHRs, identified systems defects, and established countermeasures maintained and periodically reviewed to determine the effectiveness of countermeasures?</b>									
Discussion: All are collective tools in the safety management process.									
Reference/Authority: AR 385-95, paragraphs 1-6, and 3-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2d.</b> (ICP question AS.14.B.4) <b>Does the ASO maintain a Hazard/Deficiency log to track deficiencies?</b>									
Discussion: Maintain a file/log of hazards to track control-option implementation and effectiveness. The file/log should be maintained as a permanent reference for future hazard analysis. The file/log should contain the following elements: A reference or log number; description of the hazard, including source or root cause; determination of potential impact on the Unit/mission (Risk Assessment Code [RAC]); recommended control options; command decision on control options and implementation directives, including responsible agent and suspense; a plan to verify the effectiveness of controls; and a status based on verification of effectiveness.									
Reference/Authority: AR 385-95, para. 3-1f; and OSAA SOP, page 1-3e-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	



Comment:

<b>H-2e. (ICP question AS.14.B.5) Are the OSAA/OSACOM Detachment Commander and ASO members of the supporting Facility Safety Council?</b>									
Discussion: All members will be appointed on orders by duty position. Detachments are authorized to utilize existing safety and standardization councils at their State/Territory Facilities. As a minimum, the Commander, ASO, Standardization Officer, and Senior NCO from the Detachment will attend.									
Reference/Authority: OSAA SOP, page 1-3c-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-2e(1). (ICP question AS.14.B.5.1) If the Detachment is not co-located with a supporting Facility, has a separate Aviation Safety Council been established?</b>									
Discussion: AR 385-95 allows the ESC and CSC at a detachment-level to be consolidated. The Detachment should always be prepared to be detached from the supporting facility, and conduct its own Safety Council activity – including publication of the orders for such. Also reference AR 385-95.									
Reference/Authority: OSAA SOP, page 1-3c-1.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

### H-3. Training and Operations.

<b>H-3a. (ICP question AS.14.C.1) Is a standardization program established for non-aviator personnel who are authorized to run-up fixed-wing aircraft?</b>									
Discussion: Locally developed folders will be established to document training conducted under this program.									
Reference/Authority: AR 95-1, para. 2-2; NGR 95-210, paragraphs 5-7 through 5-11 ( <b>Note:</b> See Note to paragraph F-2b(18) regarding valid versions of this document).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-3b. (ICP question AS.14.C.2) Are applicable Aviators maintaining currency in low-pressure high-altitude training?</b>									
Discussion: Of the four flight profiles covered.									
Reference/Authority: TC 1-210, para. 3-4d; and FM 3-04.301, para. A-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-3b(1). (ICP question AS.14.C.2.1) Is there a program to track currency in low-pressure high-altitude training?</b>									
Discussion: As required, based on the type of training required. Also reference TB Med 288.									
Reference/Authority: TC 1-210, para. 3-4d; and FM 3-04.301, para. A-6.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-3c. (ICP question AS.14.C.3) Is a training program established for airborne weather radar interpretation?</b>									
Discussion: Not only initial or refresher, but continuation training. This should also include recurrent/update training after changes/upgrades to the aircraft weather radar system.									
Reference/Authority: TC 1-218 (Aircrew Training Manual Utility Airplane C-12), Figure 2-1, Chapter 2 Section II, and Task 2015. Also reference the approved ATMs for C-23 and C-26 aircraft, where applicable.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-3d. (ICP question AS.14.C.4) Do weight and balance software programs used by Unit/Facility or Contractor personnel accurately compute aircraft weight and balance, and are they authorized for use by AMCOM?</b>									
Discussion: This speaks to all the applicable DD 365-series, and related, forms. Also reference FAA Handbook FAA-H-8083-1.									
Reference/Authority: TM 55-1500-342-23, Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>H-3e. (ICP question AS.14.C.5) Are all explosives, pyrotechnics, ammunition, radioactive, and hazardous materials properly identified, manifested, and secured during transport?</b>									
Discussion: Too frequently, hazardous materials, and other dangerous cargoes, are simply loaded or carried aboard Army aircraft, and the critical steps of identification, manifesting, and securing of such is bypassed. In some cases, special permits are required for the carriage of such items. No contractual agreement with an aircraft maintenance contractor may over-ride or exempt these requirements. Also reference AC 121-27, and AR 190-11.									
Reference/Authority: AR 95-27, Chapters 1, 2, and 3; 49 CFR, Chapter 1, Subchapter A.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Appendix I and subsequent text continued on next page.)

**APPENDIX I****Air Traffic Services (ATS) Checklist****I-1. ATC Administration/Operations.**

<b>I-1a. (ICP question AS 15.A.1) Have assigned military Controllers been awarded an initial Primary MOS when the U.S. Army Air Traffic Control School, or comparable formal schooling has been completed; and are assigned civilian Controllers graduates of an ATC school or comparable formal ATC schooling?</b>									
Discussion: Additional qualifications also apply.									
Reference/Authority: AR 95-2, para. 2-1b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1b. (ICP question AS.15.A.2) Do assigned Controllers have a current (and correct Class) Flight Physical (as required)?</b>									
Discussion: ATC personnel in grades E8 or E9 serving in noncontrol staff positions are not required to maintain a current Class IIA flight physical. Also, these Flight Physicals must be administered by a qualified Flight Surgeon, not just any physician.									
Reference/Authority: AR 95-2, para. 4-1a; AR 40-501 (Standards of Medical Fitness), para. 4-33.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1c. (ICP question AS.15.A.3) Are Controllers assigned to a specific tactical facility training program?</b>									
Discussion: The Tactical Air Traffic Controllers' qualification and rating program explains and standardizes the training of personnel for tactical qualification and certification.									
Reference/Authority: FM 1-303, para. 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1d. (ICP question AS.15.A.4) Are training records being maintained?</b>									
Discussion: These include annotations on a DA Form 3479-1-R (Trainee/Controller Evaluation).									
Reference/Authority: FM 1-303, para. 8-4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1e. (ICP question AS.15.A.5) Are Controllers licensed on equipment they operate?</b>									
Discussion: Regarding particular items of equipment that require licensure to operate.									
Reference/Authority: AR 600-55, para. 1-4 and Chapter 4.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1f. (ICP question AS.15.A.6) Is the Facility maintaining a DA Form 3479-6-R (ATC Facility and Personnel Status Report)?</b>									
Discussion: All units authorized or assigned US Army and Department of the Army Civilian (DAC) Air Traffic Controllers and ATC maintenance personnel shall prepare and submit a DA Form 3479-6-R within the first 15 workdays of the succeeding calendar month.									
Reference/Authority: FM 1-303, para. 4-12.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1g. (ICP question AS.15.A.7) Has the Facility conducted their annual weather brief?</b>									
Discussion: Local weather service authorities will provide a practical training program to certify Air Traffic Controllers as limited weather observers.									
Reference/Authority: FM 1-303, para. 2-23d.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1h. (ICP question AS.15.A.8) Does the Facility have a designated Controller to perform ratings (including tactical)?</b>									
Discussion: ATC Chief of Facility Chief will have military or DAC examiners for each Facility.									
Reference/Authority: FM 1-303, para. 4-4b.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1i. (ICP question AS.15.A.9) Are appropriate equipment checks being performed per the applicable technical manuals?</b>									
Discussion: The ATC Chief/ATC Facility Chief will ensure appropriate checks are performed per the applicable technical manuals and Chapter 3 of FM 1-303.									
Reference/Authority: FM 1-303, para. 8-5.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1j. (ICP question AS.15.A.10) Are qualified ATC Maintenance personnel scheduled for duty during normal duty hours?</b>									
Discussion: The ATC Chief/ATC Facility Chief shall coordinated with Maintenance personnel to develop written procedures for recalling ATC Maintenance personnel if ATC or navigational aid equipment fails.									
Reference/Authority: FM 1-303, para. 2-19.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**I-1k. (ICP question AS.15.A.11) Are the following procedures IAW FM 1-303, following an aircraft accident/incident complied with:**

<b>I-1k(1). (ICP question AS.15.A.11.1) Following an aircraft accident or incident, are ATC/Facility Chief and other designated personnel notified?</b>
---

Discussion: This is the first sub-task in the FM.									
Reference/Authority: FM 1-303, paragraphs 2-28a(1).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1k(2). (ICP question AS.15.A.11.2) Has a local weather observation been requested?</b>									
Discussion: This is the second sub-task listed.									
Reference/Authority: FM 1-303, para. 2-28a(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1k(3). (ICP question AS.15.A.11.3) Have all appropriate details, including the local weather observation, been recorded on DA Form 3502-R (Daily Report of Air Traffic Control Facility)?</b>									
Discussion: The third of the four key activities listed in the FM.									
Reference/Authority: FM 1-303, para. 2-28a(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1k(4). (ICP question AS.15.A.11.4) Have the recording tapes that are, or may be, pertinent to the accident been removed and safeguarded?</b>									
Discussion: The tapes must also be marked.									
Reference/Authority: FM 1-303, para. 2-28a(4).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1k(5). (former question G.1.11.5/ICP question AS.15.A.11.5) Have written statements from Controllers and Supervisory personnel involved been obtained?</b>									
Discussion: Obtain a written statement about the incident or accident from all controllers and supervisory personnel involved.									
Reference/Authority: FM 1-303, para. 2-28b(2).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-1k(6). (ICP question AS.15.A.11.6) Has the ATC equipment been examined by technically qualified personnel to determine if the equipment contributed to the accident or incident?</b>									
Discussion: Examine the condition of the equipment, along with technically qualified maintenance personnel, to determine whether it could have contributed to the accident or incident.									
Reference/Authority: FM 1-303, para. 2-28b(3).									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

**I-2. Safety procedures.**

<b>I-2a. (ICP question AS.15.B.1) Are Maintenance personnel familiar with radiation information contained in applicable equipment technical manuals?</b>									
Discussion: Evidence of compliance may be determined by a review of POI/Lesson Plan/Briefing outlines and accompanying attendance rosters. Also reference NGR 385-11 (Ionizing Radiation Protection [Licensing, Control, Transportation, Disposal, and Radiation Safety]); and AR 11-9.									
Reference/Authority: TB 385-4, section V.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-2b. (ICP question AS.15.B.2) Are mounted safety boards located at each shop/equipment area and do they meet minimum requirements?</b>									
Discussion: Reference question F-12v(14) regarding additional criteria for the safety boards or kits.									
Reference/Authority: TB 385-4, paragraphs 3-2a and 3-21.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

<b>I-2c. (ICP question AS.15.B.3) Have high voltage hazard areas been identified and marked?</b>									
Discussion: Based upon voltages, this should either be a <i>CAUTION</i> or <i>DANGER</i> sign. Reference question F-12v(1) for more specific criteria. Also reference TM 5-682.									
Reference/Authority: TB 385-4, para. 3-2e.									
Yes		No		HAZLOG No.		N/A		Comment (See Below)	
Comment:									

(Appendix J and subsequent text continued on next page.)

**APPENDIX J**  
**Exit Briefing Format**

**J-1. Team Chief Briefing.**

- a. Explain conduct of the Exit Briefing.
  - (1) Each Team member:
    - (a) Brief.
    - (b) Answer questions.
    - (c) Give copy of completed checklist (sections) to the Commander.
  - (2) Explain that this is the time and place to ask any questions or request clarification on any subject before the findings are put into a formal report. What you are briefed here is what will be in the report (no surprises).
  - (3) Explain Survey Results (report) channels and distribution of Results.
    - (a) One (electronic) copy directly to NGB-AVS-SA for statistical analysis/data entry (see figure 3-1).
    - (b) One copy directly to Commander/Supervisor of surveyed Facility (for subsequent forwarding to the SAAO).
    - (c) A copy of the Survey may be retained by the Surveying team.

**J-2. Team member briefings.**

**J-3. Team Chief.**

- a. General comments.
- b. Questions.

**J-4. Conclusion.**

(Appendix K and subsequent text continued on next page.)

**APPENDIX K**  
**Sample Survey Results (Report)**

MEMORANDUM THRU Commander, Army Aviation Support Facility for XXXXXX

FOR: State Army Aviation Officer, XXXXXX Army National Guard

SUBJECT: Aviation Support Activity Accident Prevention Survey (ASAAPS) Results

1. IAW NGR 385-5, an ASAAPS was conducted for the XXXXXX AASF during the period of 1-3 October 2003.

2. The ASAAPS Surveying Team consisted of:

LTC Dean E. Stoops – Team Chief/XXXXXX Facility Commander  
MAJ Larry D. Anderson – Operations Officer  
MAJ Russell W. Thacker – State Safety Specialist  
CPT Rick Scrugham – Maintenance Officer  
CW5 Alfred Cargen – Aviation Safety Officer  
CW5 Stephen E. Hunnicutt – Supervisor Instructor Pilot  
CW4 Matthew T. Willey – Logistics/Supply/POL Officer  
MSG Eric Christian – Flight Operations Specialist  
SSG Sean Thomas – ALSE Specialist

3. The Team accomplished the survey by interviewing personnel, reviewing records and reports, and conducting an on-site visit to all shops, facilities, and associated structures. The following *Observations* and *Opportunities for Improvement (OIs)* were noted.

4. Operational Analysis.

a. Observations.

(1) The Maintenance manning level is excessively low with 35 of 65 positions filled.

(2) There were 18 ground-related injuries at the AASF during the past 12 months. Several Technicians are getting injured repeatedly. Back injury was the most prevalent, while eye injury followed (reference noted DA Forms 285).

b. OIs. None.

5. Aviation Safety Management.

a. Observations. Pre-Accident Plan – suggest adding, “The ASO, in conjunction with the Aircraft Maintenance Officer, will determine the classifications of the accident.” (AR 385-95, Appendix B).

b. OIs.

(1) An Aviation Safety Council has not been designated in writing. (AR 385-95, NGR 385-10.)

(2) No formal Aviation Safety meetings for Aviators, Crewmembers, or Maintenance personnel had been conducted. (AR 385-95.)

(3) The AASF had not established a Foreign Object Damage Program. (AR 385-95.)

(4) The ASO was not maintaining required accident data. (AR 385-95.)



## 6. Operations and Training.

a. Observations. None.

b. OIs.

(1) Sufficient quantities of required publications are not being received by the Facility.

(2) Two full-time and one part-time Examiners are available for 80 Pilots. Ratio is approximately one-to-26. IE's records do not show a separate IE evaluation per ATM requirement. During a two-month period, three IFR flight plans were filed. Two of the three were by full-time IPs. Instrument tasks listed in the program are not in alignment with current ATMs.

(3) The NOE SOP is severely out-of-date. Reference is made to deleted FM 1-1. SOP does not provide for NOE without Command and Control aircraft. SOP does not address NVD operations.

## 7. Maintenance.

a. Observations. The Aviation Maintenance Senior NCO, 1SG Wiley Post, is to be lauded for his initiative in emplacing waste fuel/FOD bins throughout the flight line area. These locally manufactured bins have significantly reduced FOD on the flight line, and their placement encourages use by aircrews.

b. OIs.

(1) Written authority is required to place delayed maintenance entries on DA Forms 2408-14. Numerous entries noted lacked supervisory authority and are questionable. Any maintenance fault that indicates limitations or incorrect warning systems should not be delayed. (DA Pam 738-751.)

(2) There is inadequate storage for repair parts, which causes a hazard in the shop area due to clutter. (TM 1-1500-204-23-1.)

## 8. Maintenance Test Pilot Program.

a. Observations. The MP training records for FY 03 are not available in the IATF.

b. OIs. None.

## 9. POL Facilities and Operations. No Comments.

## 10. Airfield Data.

a. Observations. None.

b. OIs.

(1) The AASF presently has the capability to park and launch only two of their assigned aircraft simultaneously. The normal 70 percent availability of aircraft would require 11 pads, disregarding parking for visitors and transients. (UFC 3-260-01.)

(2) Water is pooling and standing on certain areas of the ramp, creating ice hazards in winter and deteriorating the ramp surface. (UFC 3-260-01.)

## 11. Life Support Equipment.

a. Observations. None.

b. OIs.

(1) Inspection and maintenance requirements for helmets and survival vests have not been implemented. (FM 1-508.)

(2) Test equipment for PRC-90 radios are not available. (FM 1-508.)

12. Aviation Medicine.

a. Observations. The Flight Surgeon is not assigned to the vacant position in the major tenant aviation unit and does not drill with them.

b. OIs. The Flight Surgeon does not regularly attend nor participate in Safety Council meetings. (AR 385-95.)

13. OSHA Requirements.

a. Observations. None.

b. OIs. Food and beverages were noted on several of the toolboxes on the hangar floor. (29 CFR 1910.147.)

(Signature)

(Team Chief  
Signature Block)

Attachment.  
Distribution:

(Appendix L and subsequent text continued on next page.)

## Appendix L

### ASAAP Surveying Team Debrief

This debrief will be completed by the Surveying Team Chief, and submitted to NGB-AVS-SA NLT 15 working days after completion of the survey. This data will be used by NGB-AVS-SA in Annual Budget construction and justification, the performance of budget reconciliation, validation of survey results, and scheduling (subsequent) surveys or follow-on activities (reference paragraph 3-2 of this Checklist).

<b>ASAAPS Mission No.</b> (this block for NGB-AVS-SA use only):	
---	--

#### L-1. Facility being surveyed:

<b>L-1a. Name of Facility</b> (e.g., "AASF #1")	
<b>L-1b. City Nearest Facility</b> (e.g., "Los Alamitos, CA")	

#### L-2. Surveying Team Member information:

<b>L-2a. Home Station:</b>	
<b>L-2b. UIC of Surveying Team Chief:</b>	

#### L-2c. Surveying Team Members/Positions/Qualifications/Experience:

Team Member Rank/Name		Position		Qualifications	School-Trained		Experience in Discipline	
Rank	Name		M-day? (Y/N)		Yes	No	Yrs	Mos

<b>L-2d. Surveying Team POC</b>	<b>Telephone No.</b>

#### L-3. Travel Information.

<b>L-3a. Data of travel to survey site:</b>	
<b>L-3b. Survey start date:</b>	
<b>L-3c. Survey end date:</b>	
<b>L-3d. Date of return to home station/End of Mission (EOM):</b>	

#### L-4. Cost information.

<b>L-4a. Cost to Surveying Team*</b> (includes Travel, per diem, and M-day pay for M-day Surveying Team members):	\$
---	----

<b>L-4b. Is the survey site in an area that is subject to fluctuations in cost of lodging such as a resort/vacation area?</b> (Check One)			<b>Yes</b>		<b>No</b>	
<b>L-4c. If <i>Yes</i> to Question L4b above, when does the <i>off-peak</i> season begin and end?</b>	<b>Begin Date</b>		<b>End Date</b>			

\*Include the costs from L-5d below.

**L-5. Method of travel to survey site:**

<b>L-5a. Government Air?</b>	<b>Yes</b>		<b>No</b>	
<b>L-5b. Government Vehicle?</b>	<b>Yes</b>		<b>No</b>	
<b>L-5c. POV?</b>	<b>Yes</b> (Indicate total mileage)		<b>No</b>	
<b>L-5d. Commercial Air?</b>	<b>Yes</b> (Indicate total ticket cost)	<b>\$</b>	<b>No</b>	

(Glossary and subsequent text continued on next page.)

## GLOSSARY

### Section I

#### Abbreviations (including Acronyms and Initialisms)

#### **1SG**

First Sergeant

#### **AAAR**

Abbreviated Aviation Accident Report

#### **AAPP**

Aviation Accident Prevention Plan

#### **AAPS**

Aviation Accident Prevention Survey

#### **AASF**

Army Aviation Support Facility

#### **AATS**

ARNG Aviation Training Site

#### **AC**

Advisory Circular

#### **ACC**

Air Crew Coordination

#### **ACM**

Advanced Composite Material

#### **ADA**

Americans With Disabilities Act

#### **AEHA**

Army Environmental Hygiene Agency

#### **AFB**

Air Force Base

#### **AFIB**

(Army) Aviation Flight Information  
Bulletin

#### **AFMAN**

Air Force Manual

#### **AFPAM**

Air Force Pamphlet

#### **AFTP**

Additional Flight Training Period

#### **AG**

Adjutant General

#### **AGAR**

Abbreviated Ground Accident Report

#### **AGR**

Active Guard/Reserve

#### **AIRF**

Aircrew Information Reading File

#### **ALSE**

Aviation Life Support Equipment

#### **ALSO**

Aviation Life Support (Equipment)  
Officer

#### **ALSS**

Aviation Life Support System

#### **AMC**

Air Mission Commander

#### **AMCOM**

(U.S. Army) Aviation and Missile  
Command

#### **AMO**

Aviation Maintenance Officer

#### **ANSI**

American National Standards Institute

#### **ANVIS**

Aviator's Night Vision System

#### **AO**

Area of Operation(s)

#### **AOAP**

Army Oil Analysis Program

#### **AP**

Area Planning

#### **APIC**

Army Performance Improvement Criteria

#### **APRT**

Annual Proficiency and Readiness Test

**APU**

Auxiliary Power Unit

**AR**

Army Regulation

**ARMS**

Aviation Resource Management Survey

**ARNG**

Army National Guard

**ARTCC**

Air Route Traffic Control Center

**ASAM**

Aviation Safety Action Message

**ASE**

Aircraft Survivability Equipment

**ASET**

Aircraft Survivability Equipment Trainer

**ASNCO**

Aviation Safety Noncommissioned Officer

**ASO**

Aviation Safety Officer

**ATC**

Air Traffic Control

**ATM**

Aircrew Training Manual

**ATP**

Aircrew Training Program

**ATS**

Air Traffic Services

**AVCRAD**

Aviation Classification and Repair Alteration Depot

**AVIM**

Aviation Intermediate Maintenance

**BASH**

Bird Aircraft Strike Hazard

**AVUM**

Aviation Unit Maintenance

**C&RS**

Calibration and Repair Support

**CAI**

Centralized Accident Investigation

**CARC**

Chemical Agent Resistant Coating

**CD**

Compact Disc – or –  
Counter Drug – or –  
Counterdrug

**cfm**

cubic feet per minute

**CFR**

Code of Federal Regulations

**CIR**

Circular

**CLR**

Command Logistics Review

**CLRP**

Command Logistics Review Program

**CMS**

Combat Mission Simulator

**CNGB**

Chief National Guard Bureau

**COMET**

Command Maintenance Evaluation Team

**CP**

Copilot

**CPC**

Corrosion Prevention Control

**CPR**

Cardiopulmonary Resuscitation

**CTA**

Common Table of Allowances

**CSC**

Command Safety Council

**CSM**

Command Sergeant Major

**CSMS**

Combined Services Maintenance Shop

**CTAF**

Common Traffic Advisory Frequency

**CTC**

Combat Training Center

**CTL**

Commander's Task List

**DA**

Department of the Army

**DAC**

Department of the Army Civilian

**DA Pam**

Department of the Army Pamphlet

**dB**

decibel

**dBa**

decibels weighted in the A scale

**DG**

Design Guide

**DoD**

Department of Defense

**DODI**

Department of Defense Instruction

**DOL**

Department of Labor

**DOT**

Department of Transportation

**DR**

Discrepancy Report

**DS**

Direct Support

**DSN**

Digital Switching Network – or –  
Defense Switching Network

**DUATS**

Direct User Access System

**EAATS**

Eastern AATS

**ELT**

Emergency Locator Transmitter

**EOC**

Emergency Operations Center

**EOM**

End of Mission

**ESC**

Enlisted Safety Council

**ESDS**

Electro Static Discharge Sensitive

**EW**

Electronic Warfare

**FAA**

Federal Aviation Administration

**FAC**

Flight Activity Category

**FAR**

Federal Aviation Regulation

**FARE**

Forward Area Refueling Equipment

**FARP**

Forward Army and Refueling Point

**FAX**

Facsimile

**FEB**

Flying Evaluation Board

**FIH**

Flight Information Handbook

**FLIP**

Flight Information Publication

**FM**

Field Manual

**FOD**

Foreign Object Debris (or Damage)

**FORSCOM**

(U.S. Army) Forces Command

**FRIES**

Fast Rope Insertion/Extraction System

**FSS**

Flight Service Station

**FTX**

Field Training Exercise

**FWAATS**

Fixed-Wing AATS

**FWS**

Flight Weapons Simulator

**FY**

Fiscal Year

**GP**

General Planning

**GPM**

Gallons per minute – or –  
Ground Precautionary Message

**GPU**

Ground Power Unit

**GS**

General Support

**GSE**

Ground Support Equipment

**HAAATS**

High Altitude AATS

**HABD**

Helicopter Air Breathing Device

**HAZCOM**

Hazard Communication

**HAZLOG**

Hazard Log

**HAZMAT**

Hazardous Material

**HDBK**

Handbook

**HEED**

Helicopter Emergency Egress Device

**HIRTA**

High Intensity Radio Transmission  
Activity

**HIT**

Health Indicator Test

**HQDA**

Headquarters Department of the Army

**HVAC**

Heating, Ventilation, and Air  
Conditioning

**IATF**

Individual Aircrew Training Folder

**IAW**

In Accordance With

**ICP**

Inspection Checklist Program

**IE**

Instrument (Flight) Examiner

**IFR**

Instrument Flight Rules

**IFRF**

Individual Flight Records Folder

**IH**

Industrial Hygiene

**IMC**

Instrument Meteorological Conditions

**IP**

Instructor Pilot

**LEA**

Law Enforcement Agency

**LEO**

Law Enforcement Officer

**LOI**

Letter of Instruction

**LTC**

Lieutenant Colonel

**Ltr**

Letter



**MACOM**

Major Army Command

**MARKS**

Modern Army Record Keeping System

**M/D/S**

Mission/Design/Series

**ME**

Maintenance Examiner

**MEL**

Minimum Equipment List

**MFR**

Memorandum for Record

**MIJI**

Meaconing, Intrusion, Jamming, and Interference

**MIL**

Military

**MIM**

Maintenance Information Message

**MOA**

Memorandum of Agreement

**MOC**

Maintenance Operations(al) Check

**MOI**

Method of Instruction

**MOPP**

Mission-Oriented Protective Posture

**Mos**

Months

**MOS**

Military Occupational Specialty

**MOSQ**

MOS-Qualified

**MOU**

Memorandum of Understanding

**MP**

Maintenance (Test) Pilot

**mph**

miles per hour

**MSDS**

Material Safety Data Sheet

**MTF**

Maintenance Test Flight

**MTOE**

Modified Table of Organization and Equipment

**MWO**

Modification Work Order

**N/A**

Not Applicable

**NAS**

Naval Air Station

**NCO**

Non Commissioned Officer

**NCOER**

Noncommissioned Officer Evaluation Report

**NDI**

Nondestructive Inspection

**NFPA**

National Fire Protection Association

**NG**

National Guard

**NGB**

National Guard Bureau

**NG Pam**

National Guard Pamphlet

**NGR**

National Guard Regulation

**NLT**

No Later Than

**nm**

Nautical Miles

**No**

Number

**NOE**

Nap-of-the-Earth

**NOTAM**

Notices to Airmen

**NSN**

National Stock Number

**NVD**

Night Vision Device

**NVG**

Night Vision Goggle

**NVS**

Night Vision System

**OER**

Officer Evaluation Report

**OH**

Occupational Health

**OHN**

Occupational Health Nurse

**OHR**

Operational Hazard Report

**OI**

Opportunity for Improvement

**OMS**

Organizational Maintenance Shop

**OPCON**

Operational Control

**OPTEMPO**

Operations Tempo

**ORF**

Operational Readiness Float

**OSAA**

Operational Support Airlift Agency

**OSACOM**

Operational Support Airlift Command

**OSH**

Occupational Safety and Health

**OSHA**

Occupational Safety and Health  
Administration

**Pam**

Pamphlet

**PAO**

Public Affairs Officer

**PC**

Pilot-in-Command

**PI**

Pilot

**PIREP**

Pilot Report

**PLL**

Prescribed Load List

**PMD**

Preventive Maintenance Daily

**POC**

Point of Contact

**POI**

Program of Instruction

**POL**

Petroleum, Oil and Lubricants

**POV**

Privately Owned Vehicle

**PPC**

Performance Planning Card

**PPCE**

Personal Protective Clothing and  
Equipment

**ppm**

Parts per Million

**PQDR**

Product Quality Deficiency Report

**psi**

pounds per square inch

**QA**

Quality Assurance

**QC**

Quality Control

**QDR**

Quality Deficiency Report

**QSL**

Quality Status List

**RAC**

Risk Assessment Code

**RAID**

Reconnaissance and Interdiction  
Detachment

**RAPS**

Regional Accident Prevention Survey  
(superseded term)

**RCAS**

Reserve Component Automation System

**RL**

Readiness Level

**RMS**

Root-Means Squared

**ROM**

Read-Only Memory

**S-2**

Intelligence (Staff Officer)

**S-3**

Operations (Staff Officer)

**SAAO**

State Army Aviation Officer

**SCBA**

Self-Contained Breathing Apparatus

**SF**

Standard Form

**SFTS**

Synthetic Flight Training Simulator

**SI**

Standardization Instructor

**SOF**

Safety of Flight

**SOH**

Safety and Occupational Health

**SOP**

Standing Operating Procedure

**SOU**

Safety of Use

**SOUM**

Safety of Use Message

**SP**

Standardization (Instructor) Pilot

**SPAR**

Safety Posture Assessment and Report

**SPC**

Statistical Process Control

**SPIES**

Special Purpose Insertion/Extraction  
System

**STAR**

Standard Terminal Arrival

**STD**

Standard

**STM**

Standardization Training Message

**TADS**

Target Acquisition Designation System

**TAMMS-A**

The Army Maintenance Management  
System - Aviation

**TBO**

Time Between Overhaul

**TC**

Training Circular

**TCN**

Terminal Change Notice

**TDA**

Table of Distribution and Allowances

**TEAC**

Turbine Engine Analysis Check

**TG**

Technical Guide

**TM**

Technical Manual

**TMDE**Test, Measurement, and Diagnostic  
Equipment**UIC**

Unit Identification Code

**UL**

Underwriters Laboratory

**USAAC**

U.S. Army Aeromedical Center

**USAASA**

U.S. Army Aeronautical Services Agency

**USAPA**

U.S. Army Publishing Agency

**USASC**

U.S. Army Safety Center

**UFC**

Unified Facilities Criteria

**USAF**

U.S. Air Force

**UT**

Unit Trainer

**UTC**

Coordinated Universal Time

**VFR**

Visual Flight Rules

**WAATS**

Western AATS

**Yrs**

Years

**YTC**

Yearly Training Calendar

**Section II****Terms****Abate**

To eliminate or reduce an OSH hazard by complying with OSH standards criteria or taking equivalent protective measures. (Reference AR 385-10)

**Aircrew Training Manual (ATM)**

An Army publication that contains training requirements for Army flight crewmembers and programs for qualification, refresher, mission, and continuation training in support of the aircrew training program. (Reference AR 385-95)

**Army Aviation Support Facility (AASF)**

a. An activity of the State staffed with military Technicians/AGR personnel that is responsible for ARNG aviation operations, including support of aviation training and maintenance of supported unit's aircraft. This maintenance support is accomplished through the use of an MTOE parent unit as augmented by selected teams and equipment that provide the necessary maintenance activity.

b. Provides AVUM maintenance support for supported unit's aircraft and allied equipment within its capability and upon approval of the supporting AVCRAD, it may provide AVIM level repairs. (Reference NGR 95-1 [**Note:** See Note in paragraph F-8e(1) regarding valid versions of this document])

**Army National Guard Aviation Training Site (AATS)**

A centralized aviation training facility staffed and operated by ARNG military Technician/AGR personnel. It is designed to provide individual crewmember training on aircraft systems which TRADOC does not offer or has insufficient quotas to meet ARNG requirements. (Reference NGR 95-1 [**Note:** See Note in paragraph F-8e(1) regarding valid versions of this document])

**Aviation Accident Prevention Program (AAPP)**

Established procedures designed for Commanders who control aviation assets that will safeguard and preserve human life and United States property. (Reference AR 385-95)

**Aviation Classification and Repair Activity Depot (AVCRAD)**

A non-divisional maintenance activity staffed with ARNG military Technicians/AGR personnel that is established to provide designated depot, AVIM, and backup AVUM for ARNG aircraft and allied equipment on an area basis. It is also authorized to continue that maintenance support that was constituted under the four levels of maintenance concept (general support). The TDA parent unit, as augmented by selected equipment, will provide the maintenance capability required. (Reference NGR 95-1 [Note: See Note in paragraph F-8e(1) regarding valid versions of this document])

**Aviation Life Support Equipment (ALSE)**

Equipment designed to provide for the maximum functional capability of flying personnel appropriate for the mission, terrain, and climatic conditions along the planned route of flight. In the event of an accident, the equipment provides a means to enhance safe and reliable escape, survival, and recovery in combat and emergency situations. (Reference AR 385-95)

**Aviation Safety Officer (ASO)**

An Army Officer, DA civilian or contractor with the skill qualification of safety and designated by the Commander for the purpose of managing the Commander's Aviation Accident Prevention Program. This officer shall have no other duties not related to safety. (Reference AR 385-95)

**Calibration**

The comparison of a measurement system or device of unverified accuracy to a measurement system or standard of known greater accuracy to detect and correct any variation from the required performance specification of the unverified measurement system or device. (Reference TB 750-25)

**Commander**

For purposes of the parent regulation, the term Commander applies to the individual responsible for the personnel and equipment of a military Unit or Facility. (Reference AR 385-95)

**Countermeasure**

A control developed in the Risk Management process to reduce an assessed hazard. Although a countermeasure may be emplaced prior to undertaking the activity, it may also be developed as a response to a present-and-contributing (or noncontributing) factor in an accident investigation. (Also see Premeasure.)

**Flight Surgeon**

A Medical Officer who has graduated from the U.S. Army Aeromedical Center (USAAC) Aviation Medicine Course. Graduates from other military courses in aviation medicine must receive USAAC approval. References to Flight Surgeons include USAAC-trained Aeromedical Physician's Assistants. (Reference AR 385-95)

**Foreign Object Damage (FOD)**

Any damage to, or malfunction of, an aircraft caused by some alien material. (Reference AR 385-95)

**Hazard**

Any actual or potential condition that can cause injury, illness, or death of personnel, damage to or loss of equipment, property, or mission degradation. (AR 385-10)

**Industrial Hygiene (IH)**

That science and art devoted to the recognition, evaluation, and control of those environmental factors or stresses, arising in or from the workplace, which may cause sickness, impaired health and well being, or significant discomfort and inefficiency among workers. (Reference DA Pam 40-503)

**Instructor Pilot (IP)**

An Aviator with a skill qualification to conduct training and evaluation of Pilots and Unit Trainers in designated aircraft and to promote safety among Aviators. Training and evaluation include aircraft operation, qualification, unit tactical employment, visual and instrument flight, and crew performance. (Reference AR 385-95)

**Mission**

Flight or series of flights (sorties), conducted to accomplish a specific task or series of tasks in support of the unit's approved mission statement. Each mission is assigned to a designated Pilot-in-Command (PC) and/or Air Mission Commander (AMC). (Reference AR 385-95)

**Near Mid-Air Collision**

Has occurred when, in the opinion of the PC, the safety of an airborne aircraft was jeopardized by the hazardous proximity of another airborne aircraft, not a member of the same flight. The following criteria are used to determine hazardous proximity:

- a. Collision avoidance was due to chance rather than an act of either pilot;
- b. a collision would have resulted if no action had been taken by either pilot; or
- c. a situation involving an estimated distance of less than 500 feet. (Reference AR 385-95)

**Risk**

Chance of hazard or bad consequence. The probability of exposure to chance of injury or loss from a hazard. Risk level is expressed in terms of hazard probability and severity. (Reference AR 385-10)

**Risk Assessment**

Steps one and two of the Army's Risk Management Process – identification and assessment of potential loss in terms of hazards. An identified hazard is assessed to determine the risk (both the probability of occurrence and resulting severity) of an incident due to the presence of the hazard. (Reference AR 385-10)

**Risk Management**

The process of identifying, assessing, and controlling risk arising from operational factors and making decisions that balance risk cost with mission benefits. (Reference AR 385-10)

**Safety Council**

A membership of selected personnel from the unit/Facility, designated in writing, by the unit/Facility Commander for the purpose of advising the Commander on the status of safety within the unit/Facility and to recommend control options for improving safety. The council will meet on a regular basis as specified by AR and the Commander. In aviation units, safety councils are specified as Command Safety Council or Enlisted Safety Council. Because of organizational structure, Facilities often combine both councils.

**Severity**

The expected consequence of an event (hazardous incident) in terms of degree of injury, property damage, or other mission impairing factors (loss of combat power, etc.) that could occur. (Reference AR 385-10)

**Standardization Instructor Pilot (SP)**

A qualified IP designated by the Commander, in writing, to train and evaluate IPs, UTs, Pilots, and other SPs. (Reference AR 385-95)

**State Army Aviation Officer (SAAO)**

A commissioned Officer rated as an Army Aviator on current NGB Aviation Service Orders, who may be a National Guard military Technician/AGR. They occupy a special staff position in the State/Territory headquarters and is directly responsible to the State/Territory Adjutant General for the establishment and staff supervision of the ARNG aviation programs within the State/Territory, except for the AVCRAD and AATS. (Reference NGR 95-1 [Note: See Note in paragraph F-8e(1) regarding valid versions of this document])

(Section III and subsequent text continued on next page.)

### **Section III**

#### **Special Abbreviations (including Acronyms and Initialisms) and Terms**

##### **ASAAPS**

Aviation Support Activity Accident Prevention Survey

##### **Promesasure**

A control developed in the Risk Management process to reduce an assessed hazard that differs from a Countermeasure in its formulation. Promesasures are purely proactive in nature, and may entail some measure of abstract thought - although they are definable in logic. Control measures based upon previous accidents are countermeasures; whereas, control measures developed only through a collective experience not based on a previous accident are promesasures.

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